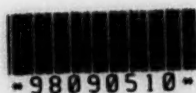


CITY OF MISSISSAUGA
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OPERATION & WORKS COMMITTEE MG.0

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THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, MAY 17, 1989, 9:00 A.M.

RESOURCE LIBRARY - 3RD FLOOR - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca (Chair)

Prepared by: Linda Maller, Clerk's Department (896-5425)
Date: May 12, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 17, 1989

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.02.03.02.18	North-South Arterial Road in the Vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre
2.	A.02.03.02.18	South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre
3.	A.02.03.02.20	Preliminary Design for the Rehabilitation and Expansion of the Mississauga QEW Freeway Traffic Management System - Royal Windsor Drive to Humer River
4.	M-0301	Assumption of Municipal Works - Mississauga Golf Club Estates
5.	M-0668	Assumption of Municipal Works - Cullen Avenue Subdivision
6.	M-0300	Assumption of Municipal Works - Thompson Estates Limited
7.	M-0503	Assumption of Municipal Works - Goldmerix Subdivision
8.	M-0525	Assumption of Municipal Works - Marpal Subdivision
9.	M-0602	Assumption of Municipal Works - Erin Mills Neighbourhood 503B
10.	OZ/18/82	Assumption of Municipal Works - Fortissimo Investments Limited
11.	F.06.02.01	Traffic Signals - Burnhamthorpe Road at Promontory Drive/Crescent
12.	F.02.01	Repaving Dunmow Crescent
13.	F.02.04.01	Bread and Honey 15 km Road Race
14.	F.02.04.02	Rathburn Road - Parking Prohibitions
15.	F.06.04.05	All-Way Stop - Winfield Terrace/Westbourne Terrace

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| 16. | F.06.04.05
J.05.89043 | Traffic Concerns - Burnhamthorpe Road/Colonial Drive |
| 17. | F.06.04.02 | Traffic Concerns - Applewood Road |
| 18. | F.06.01.02 | Fines for Unauthorized Parking of Motor Vehicles in Designated Handicapped Parking Space |
| 19. | B.06.02 | Quit Claim of Temporary Working Easement - John McLennan Limited |
| 20. | M-435 | Quit Claim of Municipal Easement - Flalkov Enterprises Limited/R. Blankenstein Enterprises Limited |
| 21. | E.02.07.01(R) | Encroachment Agreement - 2300 Eglinton Avenue West |
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DEPUTATIONS/PRESENTATIONS

- A. Mr. Ian Williams, M. M. Dillon Limited - North-South Arterial Road in the vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre.

A.02.03.02.18

SEE ITEM 1

- B. Mr. John Southern, McCormick, Rankin - South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre.

A.02.03.02.18

SEE ITEM 2

- C. Messrs. Joe Bucit, Ministry of Transportation Ontario and Neil Ahmed, Fenco Engineers Inc. - Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River.

A.02.03.02.20

SEE ITEM 3

- D. Mrs. Pat Tanaka, Kingsbridge Heritage Hills Community Association.

F.06.04.05

SEE ITEM 15

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

MAY 17, 1989

DEPUTATIONS/PRESENTATIONS

- A. Mr. Ian Williams, M. M. Dillon Limited - North-South Arterial Road in the vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre.
A.02.03.02.18
SEE ITEM 1
- B. Mr. John Southern, McCormick, Rankin - South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre.
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- C. Messrs. Joe Bucit, Ministry of Transportation Ontario and Neil Ahmed, Fenco Engineers Inc. - Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River.
A.02.03.02.20
SEE ITEM 3
- D. Mrs. Pat Tanaka, Kingsbridge Heritage Hills Community Association.
F.06.04.05
SEE ITEM 15

MATTERS FOR CONSIDERATION:

1. Report dated May 4, 1989 from the Commissioner of Public Works with respect to the North-South Arterial Road in the Vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre.

The rapidly increasing levels of industrial development in the area generally bounded by Eglinton Avenue, Highway 403/410, the North City Limits, and the Etobicoke Creek has led to significant traffic congestion in the area. The deteriorating level of service on Dixie Road and the Highway 401/Dixie Road interchange is symptomatic of these problems. Business representatives in the area have on various occasions, requested that the City take steps to relieve this situation.

The desirability of providing another North-South Arterial Roadway, crossing Highway 401 at some location east of Dixie Road, has been identified several times in the past. Most recently, this need was reconfirmed during the planning studies of the Highway 403 Arterial Road Extension Project. Consequently, in the spring of 1988 City Council authorized the Public Works Department to proceed with a planning study for the new arterial roadway, and the firm of M.M. Dillon Limited was engaged to carry out the project.

The Ministry of Transportation have agreed with the need for the Study and to providing 75% subsidy for the Study cost.

1. RELATIONSHIP TO THE HIGHWAY 403 ARTERIAL ROAD PROJECT

It is desirable that any new north-south arterial roadway, north of Eglinton Avenue, should connect to the planned Highway 403 Arterial Roadway, south of Eglinton Avenue. Consequently, the alignment for the North-South Arterial Roadway between Fieldgate Drive and Eglinton Avenue is dependent on the preferred alignment for the North-South Arterial Road, north of Eglinton Avenue. In view of this, at its meeting on October 25, 1988, City Council in approving plans for the Highway 403 Arterial Roadway from Cawthra Road to Fieldgate Drive, deferred a decision on the preferred alignment for the roadway between Fieldgate Drive and Eglinton, pending the outcome of the study into the North-South Roadway north of Eglinton Avenue.

Recently, the Ministry of Transportation of Ontario have suggested that funds may be available in 1990 to subsidize the construction of Highway 403 Arterial Roadway between Dixie Road and Eglinton Avenue. Consequently, it is now important to resolve the alignment of the Arterial Roadway, between Fieldgate Drive and Eglinton Avenue, in order that detailed design can proceed to allow a start on construction in 1990.

2. POSSIBLE HIGHWAY 401 INTERCHANGE

A major factor bearing on this project is whether or not the new arterial roadway should connect to Highway 401. By correspondence the Ministry of Transportation recently informed the Public Works Department that from the Provincial perspective there is no Provincial need or justification for the interchange and that the study should not include a review of an interchange at Highway 401. The City study is, therefore now proceeding on the assumption that the North-South Arterial Roadway will not interchange with Highway 401, although the Roadway will cross Highway 401.

In addition to the Highway 401 interchange issue, the following are major factors currently being addressed by the Study:

- the possible use of widened existing roadways as components of the North-South Arterial;
- Impacts on the natural environmental features of the Etobicoke Creek;
- hydraulic concern at possible Etobicoke Creek crossing points;
- very significant constraints on alternative alignments and profiles created by the proximity to Pearson International Airport and related features, such as navigational aids and flight-line controls.

3. COMMUNITY ADVISORY COMMITTEE

During the Highway 403 Arterial Road Planning studies, the Study Team worked closely with a Community Advisory Committee. This Committee is also playing a similar role in the planning study for the North-South Arterial Roadway. The general progress of the North-South Arterial Road project has been discussed at Community Advisory Committee meetings in January, April and May of 1989.

4. SCHEDULE

To-date the Study Team have held several meetings with agencies, who have major inputs to the Study (including, Transport Canada, Ministry of Transportation, Conservation Authority, Ministry of Natural Resources). A long list of possible alignment alternatives have also been identified and subsequently screened to a short list of feasible alternatives.

At present, it is planned that the first Public Information Centre for the project will be held on June 1, 1989, at the Glenforest Secondary School. At that time the feasible alignment alternatives will be presented, together with information on the need and justification for the project. The Information Centre will be advertised in the Mississauga News and notices will be hand distributed to local residents.

It is anticipated that the preferred plan will be presented at a second Public Information Centre in the Fall, with a recommended plan being submitted to Operations and Works Committee and then Council, shortly thereafter.

As noted previously, Provincial funds for cost sharing of the construction of the section of the Highway 403 Arterial Roadway between Dixie Road and Eglinton Avenue may be available in 1990. Consequently, it is planned that the recommended alignment of the North-South component between Fieldgate Drive through Eglinton Avenue, to Highway 401 will be recommended to Council by the Fall of this year.

A presentation will be made at the May 17, 1989 Operations and Works Committee regarding the planning study. In addition, the various roadway alignments which will be shown at the June 1, 1989 Public Information Centre will be available for review.

The planning for the North-South Arterial Road from south of Eglinton Avenue to Courtneypark Drive is proceeding and a presentation of study progress is appropriate at the May 17, 1989 meeting of the Operation and Works Committee.

RECOMMENDATION:

That the report of the Commissioner of Public Works dated May 4, 1989, with respect to the North-South Arterial Road west of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive be received for information.

SEE PRESENTATIONS - (A).

A.02.03.02.18

RECOMMEND ADOPTION

2. Report dated May 3, 1989 from the Commissioner of Public Works with respect to the South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre.

Previous work has established the transportation needs, recommended infrastructure concepts, and general location of both the South Highway 403 Service Road and the Busway and Bus Terminal in the City Centre area. This work has been documented and received by Council previously, in the forms of the Mississauga Transportation Study, the City Centre Transportation Plan and the Highway 403/Mississauga City Centre Feasibility Study.

In the past year, a number of developments have spurred the need to begin planning these transportation facilities in greater detail. The City Centre Secondary Plan is undergoing major revisions leading to a significant increase in the number of jobs contemplated in the City Centre from 65,000 to 110,000. Secondly, development is occurring at a rapid rate in the City Centre area and it is necessary to develop plans for the locations of the above noted facilities in order to allow property protection to take place. It is noted that blocks of land have been identified in the Hammerson draft plan of subdivision for protection for a period of time.

The above noted two studies were initiated by the City of Mississauga in late 1988 as further steps in the planning transportation facilities for the City Centre area.

The purposes of the two studies are therefore as follows: for the Busway and Bus Terminal Study, "to identify the busway/transit terminal/gateway needs within the City Centre and to develop functional plans and property plans to enable implementation of the Secondary Plan and future development of the City Centre," and for the South Highway 403 Service Road, to determine its preliminary design to identify property requirements.

The specific concept being considered for the South Highway 403 Service Road is that identified as preferred in a previous transportation review of City Centre development (Highway 403/Mississauga City Centre Feasibility Study), being a two-way collector roadway immediately south of and adjacent to Highway 403 between Mavis and Hurontario Street. Effort in the Busway study is focussed on determining the alignment and station needs with the City Centre itself, based on the Rathurn Road corridor concept previously recommended in the City Centre Transportation Plan.

Both studies are being carried out simultaneously under the direction of a common Technical Coordinating Committee with representatives of the Public Works, Planning and Building and Transit Departments, the Ministry of Transportation, and Hammerson Limited.

At this point, the planning background and a number of alternative road alignments are ready to be shown to the Public. To this end it is planned to conduct a Public Information Centre on June 7, 1989. The Information Centre will be advertised in the Mississauga News and notices will be hand distributed to local residents.

With resultant input from the Public, further detailing and preliminary design work on both the South Highway 403 Service Road and the Busway Terminal in the City Centre area will be carried out over the summer months. A preferred roadway alignment and Busway Terminal plans will be available for public comment in the fall. It is planned that a recommended plan can be submitted to Operations and Works Committee and Council shortly thereafter.

A presentation will be made at the May 17, 1989 Operations and Works Committee regarding the planning study. In addition, the various roadway alignments which will be shown at the June 7, 1989 Public Information Centre will be available for review.

The planning for the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre are proceeding and a presentation of study progress is appropriate at the May 17, 1989 meeting of the Operations and Works Committee.

RECOMMENDATION:

That the report of the Commissioner of Public Works dated May 3, 1989, with respect to the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre be received for information.

SEE PRESENTATIONS - (B).

A.02.03.02.18

RECOMMEND ADOPTION

3. Report dated May 11, 1989 from the Commissioner of Public Works with respect to the Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River.

The Ministry of Transportation Ontario is finalizing the preliminary design for the rehabilitation and expansion of the Mississauga Q.E.W. Freeway Traffic Management System. The design is essentially complete and project implementation is scheduled to start in 1995. The Ministry of Transportation Ontario is now soliciting comments from various agencies affected by this project.

Staff of the Public Works Department have participated in the preliminary design study by attending External Team meetings. The purpose of the study was to design the upgrading and expansion of the existing Q.E.W. Freeway Traffic Management System. The existing system hardware due to age will require replacement. The present system includes ramp metering, changeable message signs and T.V. surveillance. The upgraded system will include an expansion of the number of interchanges with ramp metering and a more sophisticated changeable message and T.V. surveillance system.

The Ministry of Transportation Ontario will be making a presentation at the Operations and Works Committee on May 17, 1989 to present the proposed Freeway Traffic Management System configuration, its features and its benefits to the community. Ministry staff will be available to answer any questions the Committee may have regarding this project.

The Ministry of Transportation Ontario is finalizing the preliminary design for the rehabilitation and expansion of the Mississauga Freeway Traffic Management System. The design is essentially complete and project implementation is scheduled to start in 1995. A presentation will be made by Ministry staff on the proposed Freeway Traffic Management System configuration, its features and its benefits to the community.

RECOMMENDATION:

That the report from the Commissioner of Public Works dated May 11, 1989 with respect to the Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River be received for information.

SEE PRESENTATIONS - (C).

A.02.03.02.20

RECOMMEND ADOPTION

4.

Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Mississauga Golf Club Estates, Registered Plan 43M-301, located north of the Queen Elizabeth highway and south of Mississauga Road.

The subject development consists of twenty-three (23) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$32,632.74 should be released to the developer, Birchleaf Developments Limited.

It is concluded that, since the developer has complied with all of the requirements of servicing of the Engineering Agreement, the City should assume the municipal works and release all the remaining securities for the subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Birchleaf Developments Limited, Registered Plan 43M-301, located north of the Queen Elizabeth Highway and south of Mississauga Road.
- (b) That the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-301 (currently valued at \$32,632.74) be returned to the developer, Birchleaf Developments Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-301 as public highway and part of the municipal system of the City of Mississauga.

M-0301

RECOMMEND ADOPTION

5. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Cullen Avenue Subdivision, Registered Plan 43M-668, located north of the Queensway West and east of Mavis Road.

The subject development consists of fourteen (14) residential lots. As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$51,301.75 should be released to the developer, Gardi Construction Limited.

It is concluded that since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for this subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Gardi Construction Limited, Registered Plan 43M-668, located north of the Queensway West and east of Mavis Road.
- (b) That Letter of Credit securing the Servicing Agreement for Registered Plan 43M-668 (currently valued at \$51,301.75) be returned to the developer, Gardi Construction Limited.
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-668 as public highway and part of the municipal system of the City of Mississauga.

M-0668

RECOMMEND ADOPTION

6. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Thompson Estates Limited, Registered Plan 43M-300, located north of the Queen Elizabeth Highway and south of Mississauga Road.

The subject development consists of fifty (50) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$45,509.89 should be released to the developer, Anon Investments Limited.

It is concluded that, since the developer has complied with all of the requirements of the Engineering Agreement, the City should assume the municipal works and release all the remaining securities for this subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Anon Investments Limited, Registered Plan 43M-300, located north of the Queen Elizabeth Highway and south of Mississauga Road,
- (b) That the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-300 (currently valued at \$45,509.89) be returned to the developer, Anon Investments Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-300 as public highway and part of the municipal system of the City of Mississauga.

M-0300

RECOMMEND ADOPTION

7. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Goldmerix Subdivision, Registered Plan 43M-503, located north of Burnhamthorpe Road West and west of Mavis Road.

The subject development consists of one hundred and thirty-four (134) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$151,528.40 should be released to the developer, Goldmerix Properties Limited/Whitehorn Investments Limited.

It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for the subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Goldmerix Properties Limited/Whitehorn Investments Limited, Registered Plan 43M-503, located north of Burnhamthorpe Road West and west of Mavis Road,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-503 (currently valued at \$151,528.40) be returned to the developer, Goldmerix Property Limited/Whitehorn Investments Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-503 as public highway and part of the municipal system of the City of Mississauga.

M-0503

RECOMMEND ADOPTION

8. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Marpal Subdivision, Registered Plan 43M-525, located north of Palsley Boulevard West and west of Mavis Road.

The subject development consists of thirty-three (33) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$89,997.46 should be released to the developer, Marpal Properties Limited.

It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all the remaining securities for this subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Marpal Properties Limited, Registered Plan 43M-525, located north of Palsley Boulevard West and west of Mavis Road,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-525 (currently valued at \$89,997.46) be returned to the developer, Marpal Properties Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-525 as public highway and part of the municipal system of the City of Mississauga.

M-0525

RECOMMEND ADOPTION

9. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Erin Mills Neighbourhood 503B, Registered Plans 43M-602 to 43M-606 inclusive, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.

The subject development consists of seven hundred and forty-nine (749) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plans. The remaining securities in the amounts of \$849,638.57 and \$102,275.00 should be released to the developer, The Erin Mills Development Corporation.

It is concluded that, since the developer has complied with all the requirements of the Servicing Agreement, the City should assume the municipal works and release the remaining securities for this subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503B, Registered Plans 43M-602 to 43M-606 inclusive, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-602 to 43M-606 inclusive (currently valued at \$849,638.57 and \$102,275.00) be returned to the developer, The Erin Mills Development Corporation,
- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-602 to 43M-606 inclusive as public highway and part of the municipal system of the City of Mississauga.

M-0602
M-0606

RECOMMEND ADOPTION

10. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Fortissimo Investments Limited, located south of Burnhamthorpe Road West and west of Wolfedale Road.

The subject development consists of a commercial plaza. As far as the Public Works Department is concerned, the developer has complied with the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$20,890.00 should be returned to the developer, Fortissimo Investments Limited.

It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release the remaining securities for the subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Fortissimo Investments Limited, OZ 18/82, located north of Burnhamthorpe Road West and west of Wolfedale Road,
- (b) That the Letter of Credit securing the Servicing Agreement for OZ 18/82 (currently valued at \$20,890.00) be returned to the developer, Fortissimo Investments Limited.

OZ/18/82

RECOMMEND ADOPTION

11. Report dated April 27, 1989 from the Commissioner of Public Works with respect to a request for Traffic Signals at the Intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent.

This location has been reviewed in the past and most recently early this year. The Ministry of Transportation Ontario criteria is based on empirical studies that take into account such factors as: total volume at the intersection, crossing volume, side street volume and delay, pedestrian movements and turning movements. The minimum criteria established by the Ministry of Transportation Ontario is considered to be the point at which traffic signals should become a benefit to the various movements at the intersection.

With respect to accidents, the installation of signals do not necessarily reduce the number of accidents. It has been shown that in general the number of right-angle collisions are reduced, however, the number of rear end collisions increase. In the last three years there were only three reportable accidents of the type considered to be preventable by the installation of signals, for example: right-angle. Collisions such as rear end, side swipe, and loss of control, are not considered to be preventable by traffic signals.

The traffic conditions at the Intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent are such that the minimum Ministry of Transportation Ontario criteria for the installation of traffic signals are not met.

The accident history indicates that the number of accidents that are considered to be preventable by the installation of traffic signals is low.

RECOMMENDATION:

That traffic signals at the Intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent not be installed at this time as the minimum Ministry of Transportation Ontario criteria for traffic signals are not met.

F.06.02.01

RECOMMEND ADOPTION

12. Report dated April 24, 1989 from the Commissioner of Public Works with respect to a request to repave Dunmow Crescent. The homes and the street including the final paving in this area were constructed in 1977 and 1978.

A site inspection has revealed some asphalt patching which should be repaired, but generally the street is in good condition and does not meet the City's requirements for resurfacing.

It is concluded that Dunmow Crescent does not require resurfacing at this time. Previously patched areas along the road will be repaired later this Spring.

RECOMMENDATION:

That no action be taken to include Dunmow Crescent in the resurfacing program at this time, and that Mr. M. Missar, 4188 Dunmow Crescent, Mississauga be so advised.

F.02.01

RECOMMEND ADOPTION

13. Report dated May 11, 1989 from the Commissioner of Public Works with respect to the Bread and Honey 15 km Road Race.

Mr. David Robinson, Race Director, Credit Valley Marathon Club, has requested permission to hold the 15 km Bread and Honey Festival Race on Saturday, June 3, 1989 between 8:00 a.m. and 10:00 a.m.

The report outlines the race route and advises that this year the Credit Valley Marathon Club has requested that Joymar Drive be completely closed from Tannery Street to Britannia Road between the hours of 8:00 a.m. and 10:00 a.m.. This will help to improve the level of safety for the race participants during both the start and finish. Access will be available for local residents and all residents impacted by the closure will receive an advisory notice from the applicant.

The proposed race route and the road closure have been thoroughly reviewed by the Peel Regional Police, the Public Works Department and the Credit Valley Marathon Club.

The Public Works Department will install advance notification signing for the Joymar Drive road closure. Mississauga Transit has been contacted and advised of the road restrictions. Other emergency services will be notified prior to the event. As this event will utilize a similar route as in previous years and will be assisted by the Peel Regional Police, the Public Works Department has no objection to this year's request.

RECOMMENDATION:

- (a) That a by-law be enacted to implement the closure of Joymar Drive from Tannery Street to Britannia Road West from 8:00 a.m. to 10:00 a.m. on Saturday, June 3, 1989 for the purpose of holding the annual Bread and Honey Festival 15 km road race.

- (b) That the Credit Valley Marathon Club be advised that the City of Mississauga has no objection to their request to hold the 15 km Bread and Honey Festival race subject to the following conditions:
- (i) Completion of a road restriction permit at least five days prior to the event;
 - (ii) Proof of liability insurance in the amount of at least two million dollars with the City of Mississauga named as co-insured;
 - (iii) Written permission from the Region of Peel for the use of Derry Road West and Britannia Road West;
 - (iv) That the applicant advise, in writing, all residents of Joymar Drive located within the closure area of the date, time and purpose of the closure.

F.02.04.01

RECOMMEND ADOPTION

14. Report dated April 27, 1989, from the Commissioner of Public Works regarding parking prohibitions on Rathburn Road.

Parking deficiencies identified in the Sherwoodtowne Boulevard business area have resulted in overflow parking occurring on all roadways within the business area on Shipp Drive and on Rathburn Road. The Public Works Department has been monitoring this situation for some time and has implemented a number of corner parking restrictions to ensure the protection of sight lines and to enhance transit bus movement by keeping bus stops and shelters unobstructed.

The Parking Control Section has been tagging and towing vehicles on Village Centre Place and Village Centre Court in an effort to improve traffic flow and provide access for emergency vehicles. As a result of this enforcement effort, and in view of the construction of the proposed Sherwoodtowne Boulevard connection to Hurontario Street, which will further reduce the availability of on-street parking space, Rathburn Road will undoubtedly be used extensively for on-street parking.

Parking on Rathburn Road, particularly during peak periods, is less than desirable. This major collector roadway has experienced a steady increase in traffic volumes since construction of the connecting link west of Hurontario Street and traffic volumes will continue to increase upon completion of the Hurontario Street interchange, and with further development of the City Centre district. In this regard, the presence of parked vehicles will result in obstructions to through traffic and may impact sight lines for both motorists and pedestrians near the intersection of Shipp Drive/Sherwoodtowne Boulevard.

Due to these concerns, the Public Works Department proposes to undertake preventative action by prohibiting parking at anytime on Rathburn Road between Woodington Drive and City Centre Drive. The prohibition will be extended westerly to Elora Drive in the future once the portion of Rathburn Road north of the Civic Centre is registered and becomes public highway. Should this not take place in the immediate future, the developer will be requested to install such signs prior to the commencement of the annual summer Farmers' Market.

The presence of parked vehicles on major collectors, such as Rathburn Road, frequently creates concerns pertaining to level of service and motorist/pedestrian safety. In this light, the Public Works Department feels that parking and/or stopping prohibitions should be present on Rathburn Road between Woodington Drive and City Centre Drive.

RECOMMENDATIONS:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition at anytime on both sides of Rathburn Road between Woodington Drive and City Centre Drive.

F.06.04.02

RECOMMEND ADOPTION

15. Report dated April 27, 1989 from the Commissioner of Public Works with respect to a request for all-way stop at Winfield Terrace and Westbourne Terrace.

At the City Council meeting of November 28, 1988 Council requested that the implementation of an all-way stop at Winfield Terrace and Westbourne Terrace be referred to the Public Works Department for a further report. This report addresses the issue of sight distance at the intersection and the results of a site review by Public Works staff with Councillor Dale.

Manual turning movement counts were conducted at this location on September 8, 1988 and January 19, 1989 and the results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic hour, averaged, are as follows:

September 8, 1988:

Part 'A'	Volume from all approaches	63%
Part 'B'	Minor street volume	34%

January 19, 1989:

Part 'A'	Volume from all approaches	94%
Part 'B'	Minor street volume	23%

Both parts 'A' and 'B' individually must fulfill the minimum requirements of 100% for the all-way stop warrant to be satisfied.

A collision history at this location revealed that one accident has occurred since construction of this location. The accident involved a pedestrian, and some residents of the area suggested at that time that an all-way stop be implemented. Studies indicate that all-way stop warrants were not fulfilled. This location has been assessed and a review indicated that the presence of an all-way stop would not have prevented such an accident.

Area residents are concerned that sight lines at the west intersection of Winfield Terrace and Westbourne Terrace are inadequate in the respect that northbound/eastbound traffic cannot be seen by the motorists on Westbourne Terrace. This intersection has been reviewed by Public Works staff with Councillor Dale in attendance, and sight lines have been measured. Motorists waiting on Westbourne Terrace have a clear view of northbound traffic on Winfield Terrace to a point 120 metres south of the west intersection.

The minimum standard requirement for sight line distance for a residential street with a 50 km/hr speed is 60 metres. As the minimum requirement is clearly fulfilled an all-way stop is not warranted on the basis of inadequate sight lines. However, since this intersection is located north of a curve, parked cars can obstruct sight lines. For this reason, residents may want to consider the option of prohibiting on-street parking from the east intersection of Winfield Terrace and Westbourne Terrace to a point 50 metres south of the west intersection, both sides of the street. This would alleviate all sight line concerns regarding motorists.

At the time of the site inspection by staff it was observed that the postal box opposite the west intersection of Westbourne Terrace and Winfield Terrace obstructs the visibility of pedestrians to motorists. Pedestrians cross Winfield Terrace at this location as there is a pedestrian entrance to the Heritage Hills Park. In the interest of pedestrian safety the Public Works Department has requested that the post office review the location of this postal box. A more appropriate location is available on Westbourne Terrace adjacent to a vacant lot at Northbury Drive.

At the request of City Council the intersection of Winfield Terrace and Westbourne Terrace was again reviewed for potential all-way stop implementation. Based on the above results there is insufficient side street volume (average of only twelve vehicles during peak hours) to technically warrant an all-way stop. The Public Works Department therefore, does not support its implementation at this time.

RECOMMENDATION:

- (a) That an all-way stop not be implemented at the intersection of Winfield Terrace and Westbourne Terrace as warrants are not satisfied.
- (b) That the postal box at the west intersection of Winfield Terrace and Westbourne be relocated to a position on Westbourne Terrace adjacent the vacant lot on Winfield Terrace at Hillbury Drive.

SEE DEPUTATION - (D).

F.06.04.05

RECOMMEND ADOPTION

16.

Report dated April 19, 1989 from the Commissioner of Public Works with respect to Traffic Concerns at Burnhamthorpe Road and Colonial Drive.

In September 1988 the All Saints Public School on Colonial Drive opened. This is a newly developed area and since the beginning of the 1988 school year several traffic control measures have been requested by various groups and residents. To-date the following traffic control measures have been approved and implemented; a crossing guard at Drummond Road and Colonial Drive with the necessary signs and pavement crossing lines, and a 40 km/hr speed limit on Colonial Drive in front of the school.

In February 1989 Council received a petition from the All Saints Education Committee in conjunction with local residents, requesting the installation of stop lights at Burnhamthorpe Road and Colonial Drive and an all-way stop on Colonial Drive in front of the All Saints Public School, and requested a report from the Public Works Department.

Prior to receiving this petition, Public Works staff determined that signals at Burnhamthorpe Road and Colonial Drive were warranted. This location has been included as part of the Public Works Department 1989 signalization program. Funding for this signal will be provided by developer contributions. Tentatively, it is hoped that signals will be installed and functional for the start of the 1989 school year.

In response to the request for an all-way stop at Colonial Drive and Drummond Road, manual turning movement counts were conducted and the results of the all-way stop warrant calculations, indicated an all-way stop is warranted and should be implemented at the intersection of Colonial Drive and Drummond Road.

RECOMMENDATION:

- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Colonial Drive and Drummond Road.
- (b) That a traffic signal be installed at Burnhamthorpe Road and Colonial Drive as part of the 1989 Traffic Signal Construction Program.

F.06.04.02

RECOMMEND ADOPTION

17. Report dated April 26, 1989 from the Commissioner of Public Works with respect to Traffic Concerns on Applewood Road.

A number of traffic concerns accompanied by a petition were forwarded to the Public Works Department by the residents of Applewood Road. Further to a review of this location by Public Works staff the following remarks are presented addressing each concern.

The primary concern of Applewood Road residents is speeding vehicles in the area of the South Service Road. Results of radar speed studies on Applewood Road south of the South Service Road, have indicated that there is a slight speeding problem, 85th percentiles in the 60-65 km/hr range, and these findings will be forwarded to the Peel Regional Police with a request for enforcement.

Comments on the petition included a proposal for speed bumps, as well as a reduced speed limit on Applewood Road. With regard to speed bumps, they are considered illegal in accordance with the Municipal Act, on public roadways and have proven not to be an effective speed reduction device. They also create difficulty for snow plows and emergency vehicles. It is City practice with respect to speed limits to post 40 km/hr reduced speed zones only along elementary school frontages and on roadways with poor geometrics. This does not include Applewood Road since a school is not located on this roadway, and road geometrics are adequate.

In order to improve the level of safety at the intersection of Applewood Road and South Service Road a number of signing improvements have been implemented. The existing stop sign has been relocated to improve its visibility to drivers. Corner parking prohibitions have been installed to help decrease intersection congestion. A checkerboard warning sign with double arrows has been erected on the noise barrier wall on South Service Road to indicate the termination of Applewood Road. There is currently a 'do not block intersection' warning sign on the South Service Road west of Applewood Road. This existing sign should allow some assistance to motorists exiting from Applewood Road to the South Service Road when queuing occurs on the service road.

It was suggested by residents that some of the congestion problem can be attributed to the intersection of South Service Road and Halc Boulevard. It was proposed that eastbound right turns should not be restricted during the red signal phase, however, due to the unusual alignment of this intersection and the traffic signal phasing, vehicles must be prohibited from making right turns into the mall entrance, for safety reasons. This movement would cause potential conflict with Halc Boulevard traffic (see Fig 1, attached).

Other proposals included ramp metering at the Q.E.W./Dixie Road ramp. Ramp metering is under the jurisdiction of the Ministry of Transportation Ontario, however, there is no standard interchange at this location whereby traffic can be controlled by ramp metering. The eastbound access to the Q.E.W. in this area is directly from South Service Road, not Dixie Road. Future improvements to Dixie Road/Q.E.W. interchange would permit ramp metering at this location. These improvements are not scheduled by the Ministry at this time and therefore the timing uncertain.

Further to a petition from Applewood Road residents regarding traffic concerns, the Public Works Department has reviewed this location and subsequently implemented some traffic safety improvements. These included notification to the Peel Regional Police of a speeding problem; and traffic sign improvements at the intersection of Applewood Road and South Service Road.

RECOMMENDATION:

- (a) That the Peel Regional Police be requested to enforce the minor speeding problem on Applewood Road;
- (b) That speed bumps not be constructed on Applewood Road;
- (c) That the existing speed limit of 50 km/hr be maintained on Applewood Road in keeping with current practice, and not be reduced to 40 km/hr;
- (d) That the intersection of South Service Road/Halc Boulevard/Dixie Mall entrance maintain its current right turn on red prohibitions due to safety concerns and signal phasing.

F.06.04.02

RECOMMEND ADOPTION

18. Report dated May 8, 1989 from the City Solicitor with respect to the fine for unauthorized parking of motor vehicles in designated Handicapped Parking Space.

May 17, 1989

On November 28, 1988 By-law 765-88 being a by-law to amend By-law 134-83, The Handicapped Parking By-law, was enacted and passed. The purpose of the By-law was to increase the amount of fine a person convicted for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space would be liable to pay. The By-law increased the minimum and the maximum fine which would be levied against a defendant upon a conviction being registered. On January 25, 1989 the material required to have the set fine determined by the Chief Judge was forwarded to the Ministry of the Attorney General. On February 15, 1989 the Legal Department received a response from the Ministry indicating that By-law 765-88 was not acceptable in its present form. At this time all the materials were returned to the City.

The Ministry of the Attorney General's office was of the opinion that there were two problems with the By-law as submitted. The first problem was concerned with the fact the suggested set fine of \$100.00 was identical to the maximum penalty provided for in the amended subsection 9(a). Ms. Shellagh Stewart, Counsel for the Ministry, indicated in her letter that this was inappropriate. Ms. Stewart advised the Legal Department that the set fine is intended to be an amount somewhat above the minimum as it represents the fine for the average offender in the average circumstances. Ms. Stewart also suggested that the small range of fine, i.e. \$75.00 to \$100.00, fetters the discretion of the Chief Judge to establish the set fine.

Furthermore as the Chief Judge sets the set fine rather than approving the set fine section 3 of the By-law incorrectly refers to receiving approval of the Chief Judge of the set fine.

The Legal Department has now received additional input from the Ministry's legal counsel and our proposed redraft appears to be in order. A final response, however, from the Ministry can only be obtained once the full application has been submitted for the Ministry's review and scrutinization of the Chief Judge. In any event, it will still apparently take until October 1, 1989 before the Ministry can process the paperwork and have the by-law amendment in effect.

RECOMMENDATION:

- (a) That By-law 765-88 be repealed.
- (b) That By-law 134-83, as amended, be further amended to increase the amount of fines payable upon conviction for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space. The maximum fine is to be increased from \$75.00 to \$150.00 and payment out of court within 10 days will cost \$75.00.
- (c) That \$100.00 be recommended to the Chief Judge as the amount to be established as the set fine for the offence.

F.06.01.02

RECOMMEND ADOPTION

19. Report dated April 26, 1989 from the City Clerk with respect to a Quit Claim of Temporary Working Easement in favour of John McLennan Limited, Part 3, Plan 43R-8804.

The City acquired for storm sewer purposes a 6 m (approx. 20 ft.) wide permanent easement draining into the Etobicoke Creek described as Part 2 on Plan 43R-8804. In connection with the permanent easement, the City was also conveyed a temporary 11.68 m (approx. 38 ft.) construction easement described as Part 3 on Plan 43R-8804.

The easements were conveyed to the City by John McLennan Limited as Instrument No. 575350. John McLennan Limited has requested the City to consider quit claiming the temporary working easement described as Part 3 on Plan 43R-8804.

The Public Works Department have reviewed the request and are in favour of granting a quit claim of the temporary easement (Part 3, Plan 43R-8804), as the construction associated with the permanent easement (Part 2, Plan 43R-8804) has been completed.

RECOMMENDATION:

That a By-law be enacted authorizing execution by the City of a Quit Claim in favour of John McLennan Limited for a temporary working easement described as Instrument No. 575350, registered April 14, 1981 as Part 3 on deposited Reference Plan 43R-8804.

B.06.02

RECOMMEND ADOPTION

20. Report dated April 12, 1989 from the City Clerk with respect to a Quit Claim of Municipal Easement as set out in Instrument 356155, Parts 9 & 10, Plan 43R-9577.

The City of Mississauga as a condition of development of Plan 43M-435 was conveyed a municipal storm sewer easement registered as Instrument 356155 by Nu West Group Limited and Carma Developers Ltd.

The easement over parts of Lots 63 and 64 described as Parts 9 and 10 on Plan 43R-9577 was installed to drain storm water from Tomken Road to a hook up on Lorimar Drive. As Tomken Road is now serviced by a separate drainage system, it is in order to proceed to release and abandon the aforesaid described easement to Fialkov Enterprises Limited and R. Blankenstein Enterprises Limited.

RECOMMENDATION:

That a By-law be enacted authorizing execution by the City of a Quit Claim of easement described in Instrument 356155 as Parts 9 and 10 on Plan 43R-9577 in favour of Fialkov Enterprises Limited and R. Blankenstein Enterprises Limited, each as to an undivided 50% interest.

M-435

RECOMMEND ADOPTION

May 17, 1989

21. Report dated May 1, 1989 from the City Clerk with respect to an Encroachment Agreement on a municipal highway for property located at 2300 Eglinton Avenue West.

In the course of processing municipal site plan approval for the Credit Valley Professional Building, it became apparent as a result of a legal survey that part of a concrete block retaining wall was encroaching on the municipal highway. The extent of the encroachment is approximately 0.21 m (0.68 ft.).

As the encroachment does not constitute a traffic hazard, the Public Works Department has no objection to the encroachment on Eglinton Avenue West provided that an appropriate Indemnification Agreement is entered into by the owners of #2300 Eglinton Avenue West.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of an Encroachment, Indemnity and Release Agreement dated April 25, 1989 submitted by the Credit Valley Professional Building Inc., in recognition of a partial encroachment of the retaining wall associated with the building at 2300 Eglinton Avenue West.

E.02.07.01(R)

RECOMMEND ADOPTION

22. Report 4-89 of the Public Vehicle Authority meeting held on May 9, 1989.

A.03.04.01

RECOMMEND ADOPTION



Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

A-02.03.02.18

Originator's
Files

11 141 89045
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OPERATIONS/WORKS MAY 17 1989

DATE: May 4, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: W. P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT: North-South Arterial Road in the Vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre

ORIGIN: Public Works Department

BACKGROUND: The rapidly increasing levels of industrial development in the area generally bounded by:

- Eglinton Avenue,
- Highway 403/410
- the North City Limits, and
- the Etobicoke Creek;

has led to significant traffic congestion in the area. The deteriorating level of service on Dixie Road and the Highway 401/Dixie Road interchange is symptomatic of these problems.

Business representatives in the area have on various occasions, requested that the City take steps to relieve this situation.

The desirability of providing another North-South Arterial Roadway, crossing Highway 401 at some location east of Dixie Road, has been identified several times in the past. Most recently, this need was reconfirmed during the planning studies of the Highway 403 Arterial Road Extension Project. Consequently, in the spring of 1988 City Council authorized the Public Works Department to proceed with a planning study for the new arterial roadway, and the firm of M.M. Dillon Limited was engaged to carry out the project.

The Ministry of Transportation have agreed with the need for the Study and to providing 75% subsidy for the Study cost.

COMMENTS:

1(a)

1. RELATIONSHIP TO THE HIGHWAY 403 ARTERIAL ROAD PROJECT

It is desirable that any new north-south arterial roadway, north of Eglinton Avenue, should connect to the planned Highway 403 Arterial Roadway, south of Eglinton Avenue. Consequently, the alignment for the North-South Arterial Roadway between Fieldgate Drive and Eglinton Avenue is dependent on the preferred alignment for the North-South Arterial Road, north of Eglinton Avenue. In view of this, at its meeting on October 25, 1988, City Council in approving plans for the Highway 403 Arterial Roadway from Cawthra Road to Fieldgate Drive, deferred a decision on the preferred alignment for the roadway between Fieldgate Drive and Eglinton, pending the outcome of the study into the North-South Roadway north of Eglinton Avenue.

Recently, the Ministry of Transportation of Ontario have suggested that funds may be available in 1990 to subsidize the construction of Highway 403 Arterial Roadway between Dixie Road and Eglinton Avenue. Consequently, it is now important to resolve the alignment of the Arterial Roadway, between Fieldgate Drive and Eglinton Avenue, in order that detailed design can proceed to allow a start on construction in 1990.

2. POSSIBLE HIGHWAY 401 INTERCHANGE

A major factor bearing on this project is whether or not the new arterial roadway should connect to Highway 401. By correspondence the Ministry of Transportation recently informed the Public Works Department that from the Provincial perspective there is no Provincial need or justification for the interchange and that the study should not include a review of an interchange at Highway 401. The City study is, therefore now proceeding on the assumption that the North-South Arterial Roadway will not interchange with Highway 401, although the Roadway will cross Highway 401.

In addition to the Highway 401 Interchange issue, the following are major factors currently being addressed by the Study:

- the possible use of widened existing roadways as components of the North-South Arterial;
- impacts on the natural environmental features of the Etobicoke Creek;

1(h)

COMMENTS: (Continued)

- hydraulic concern at possible Etobicoke Creek crossing points;
- very significant constraints on alternative alignments and profiles created by the proximity to Pearson International Airport and related features, such as navigational aids and flight-line controls.

3. COMMUNITY ADVISORY COMMITTEE

During the Highway 403 Arterial Road Planning studies, the Study Team worked closely with a Community Advisory Committee. This Committee is also playing a similar role in the planning study for the North-South Arterial Roadway. The general progress of the North-South Arterial Road project has been discussed at Community Advisory Committee meetings in January, April and May of 1989.

4. SCHEDULE

To-date the Study Team have held several meetings with agencies, who have major inputs to the Study (including, Transport Canada, Ministry of Transportation, Conservation Authority, Ministry of Natural Resources). A long list of possible alignment alternatives have also been identified and subsequently screened to a short list of feasible alternatives.

At present, it is planned that the first Public Information Centre for the project will be held on June 1, 1989, at the Glenforest Secondary School. At that time the feasible alignment alternatives will be presented, together with information on the need and justification for the project. The Information Centre will be advertised in the Mississauga News and notices will be hand distributed to local residents.

It is anticipated that the preferred plan will be presented at a second Public Information Centre in the Fall, with a recommended plan being submitted to Operations and Works Committee and then Council, shortly thereafter.

May 1, 1989

COMMENTS: (Continued)

1(c)

As noted previously, Provincial funds for cost sharing of the construction of the section of the Highway 403 Arterial Roadway between Dixie Road and Eglinton Avenue may be available in 1990. Consequently, it is planned that the recommended alignment of the North-South component between Fieldgate Drive through Eglinton Avenue, to Highway 401 will be recommended to Council by the Fall of this year.

A presentation will be made at the May 17, 1989 Operations and Works Committee regarding the planning study. In addition, the various roadway alignments which will be shown at the June 1, 1989 Public Information Centre will be available for review.


CONCLUSION:

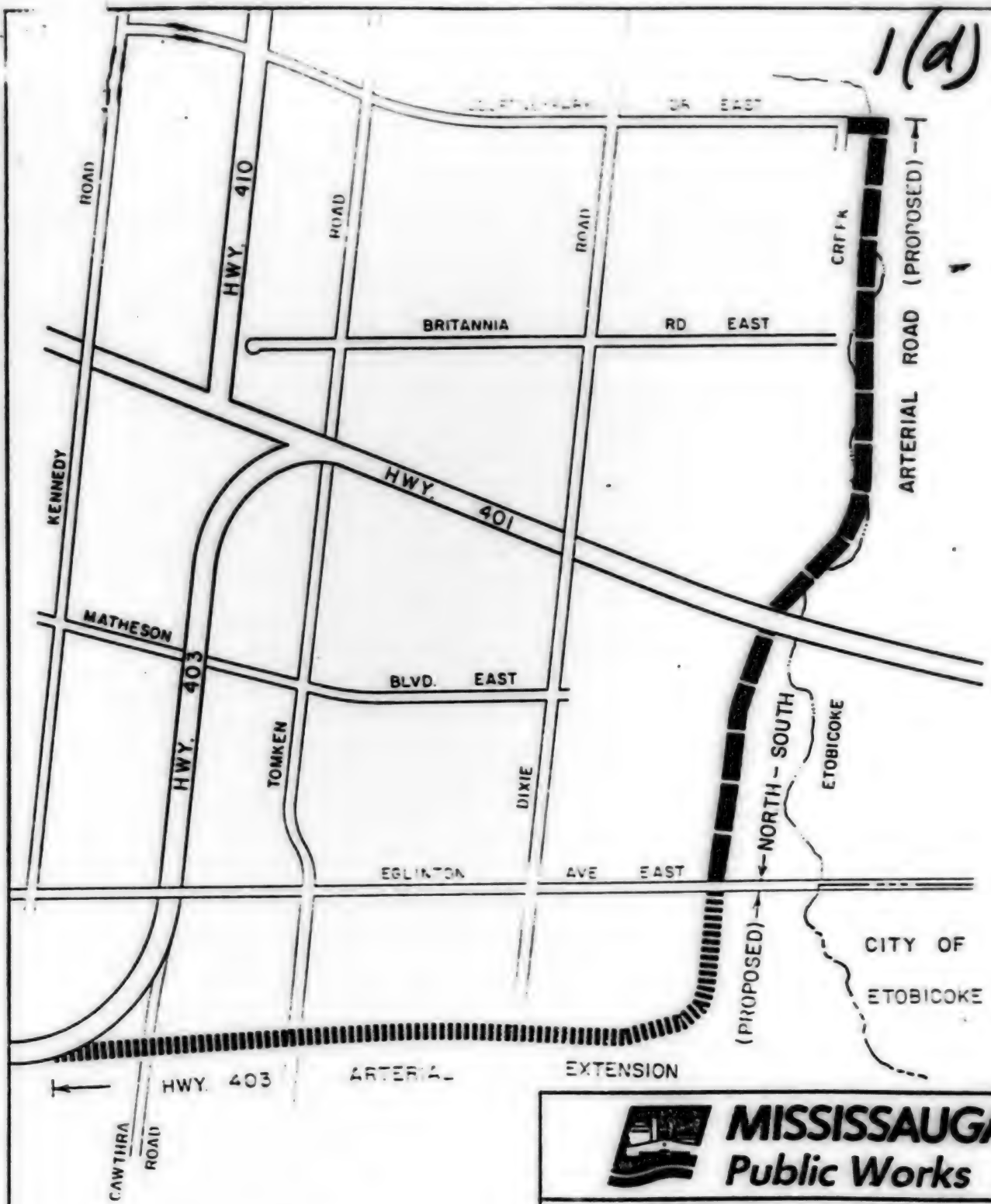
The planning for the North-South Arterial Road from south of Eglinton Avenue to Courtneypark Drive is proceeding and a presentation of study progress is appropriate at the May 17, 1989 meeting of the Operation and Works Committee.

RECOMMENDATION:

That the report of the Commissioner of Public Works dealing with the North-South Arterial Road west of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive be received for information.

KJS/edm
0812E/274E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



 **MISSISSAUGA**
Public Works
TRANSPORTATION & TRAFFIC

AREA MAP OF NORTH/SOUTH ARTERIAL ROAD



Corporate Report

2

OPERATIONS/WORKS

MAY 17 1989

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

A.02.03.02.18

Originator's
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11 141 89045

DATE: May 3, 1989
TO: Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre

ORIGIN: Public Works Department

BACKGROUND:

Previous work has established the transportation needs, recommended infrastructure concepts, and general location of both the South Highway 403 Service Road and the Busway and Bus Terminal in the City Centre area. This work has been documented and received by Council previously, in the forms of the Mississauga Transportation Study, the City Centre Transportation Plan and the Highway 403/Mississauga City Centre Feasibility Study.

In the past year, a number of developments have spurred the need to begin planning these transportation facilities in greater detail. The City Centre Secondary Plan is undergoing major revisions leading to a significant increase in the number of jobs contemplated in the City Centre from 65,000 to 110,000. Secondly, development is occurring at a rapid rate in the City Centre area and it is necessary to develop plans for the locations of the above noted facilities in order to allow property protection to take place. It is noted that blocks of land have been identified in the Hammerson draft plan of subdivision for protection for a period of time.

The above noted two studies were initiated by the City of Mississauga in late 1988 as further steps in the planning transportation facilities for the City Centre area.

COMMENTS:

The purposes of the two studies are therefore as follows: for the Busway and Bus Terminal Study, "to identify the busway/transit terminal/gateway needs within the City Centre and to develop functional plans and property plans to enable implementation of the Secondary Plan and future development of the City Centre," and for the South Highway 403 Service Road, to determine its preliminary design to identify property requirements.

COMMENTS: (Continued)

The specific concept being considered for the South Highway 403 Service Road is that identified as preferred in a previous transportation review of City Centre development (Highway 403/Mississauga City Centre Feasibility Study), being a two-way collector roadway immediately south of and adjacent to Highway 403 between Mavis and Hurontario Street. Effort in the Busway study is focussed on determining the alignment and station needs with the City Centre itself, based on the Rathburn Road corridor concept previously recommended in the City Centre Transportation Plan.

Both studies are being carried out simultaneously under the direction of a common Technical Coordinating Committee with representatives of the Public Works, Planning and Building and Transit Departments, the Ministry of Transportation, and Hammerson Limited.

At this point, the planning background and a number of alternative road alignments are ready to be shown to the Public. To this end it is planned to conduct a Public Information Centre on June 7, 1989. The Information Centre will be advertised in the Mississauga News and notices will be hand distributed to local residents.

With resultant input from the Public, further detailing and preliminary design work on both the South Highway 403 Service Road and the Busway Terminal in the City Centre area will be carried out over the summer months. A preferred roadway alignment and Busway Terminal plans will be available for public comment in the fall. It is planned that a recommended plan can be submitted to Operations and Works Committee and Council shortly thereafter.

A presentation will be made at the May 17, 1989 Operations and Works Committee regarding the planning study. In addition, the various roadway alignments which will be shown at the June 7, 1989 Public Information Centre will be available for review.

CONCLUSION:

The planning for the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre are proceeding and a presentation of study progress is appropriate at the May 17, 1989 meeting of the Operations and Works Committee.

Chairman and Members of the
Operations and Works Committee

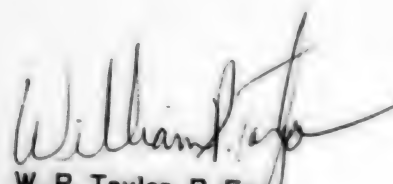
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May 3, 1989

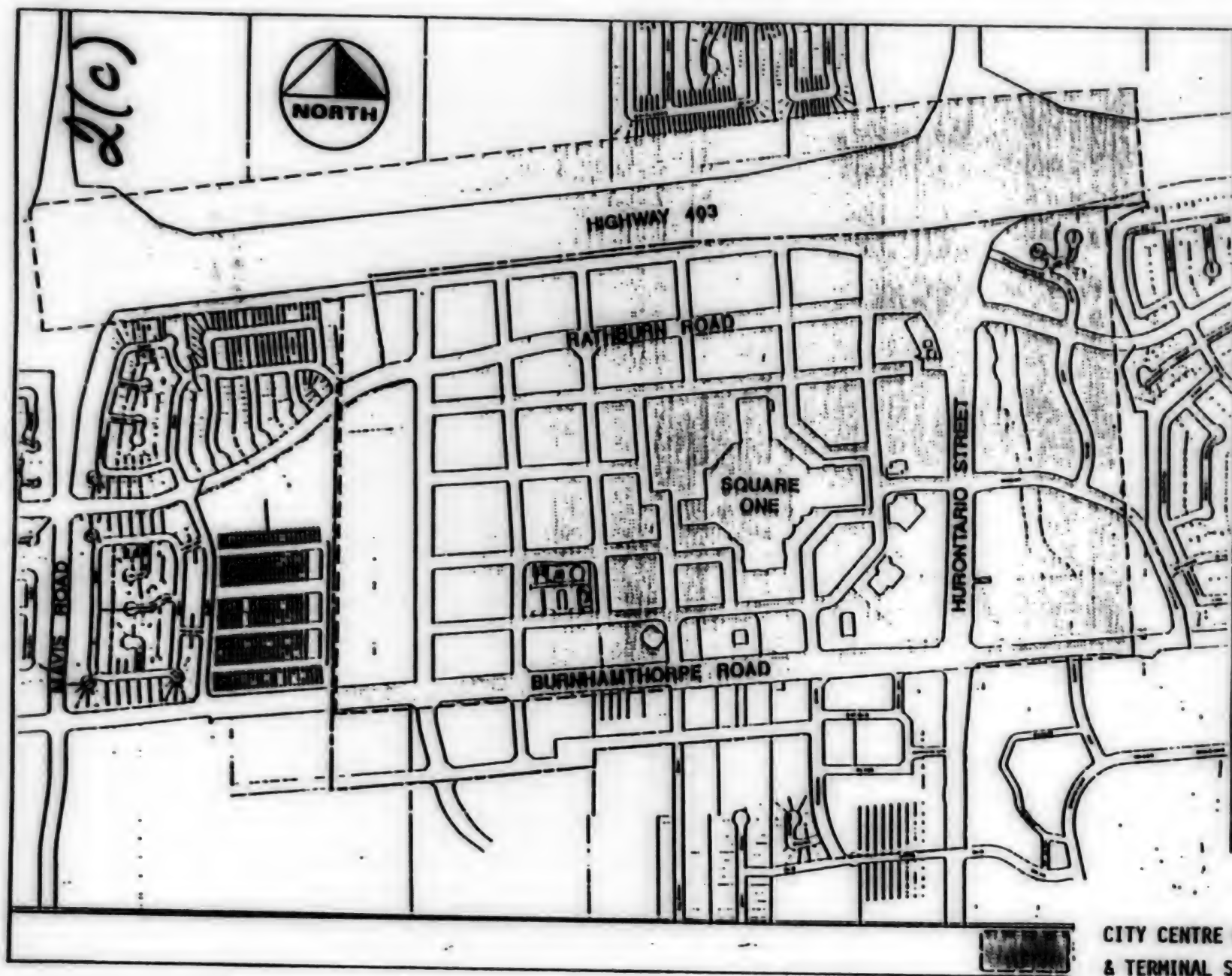
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RECOMMENDATION: That the report of the Commissioner of Public Works dealing with the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre be received for information.

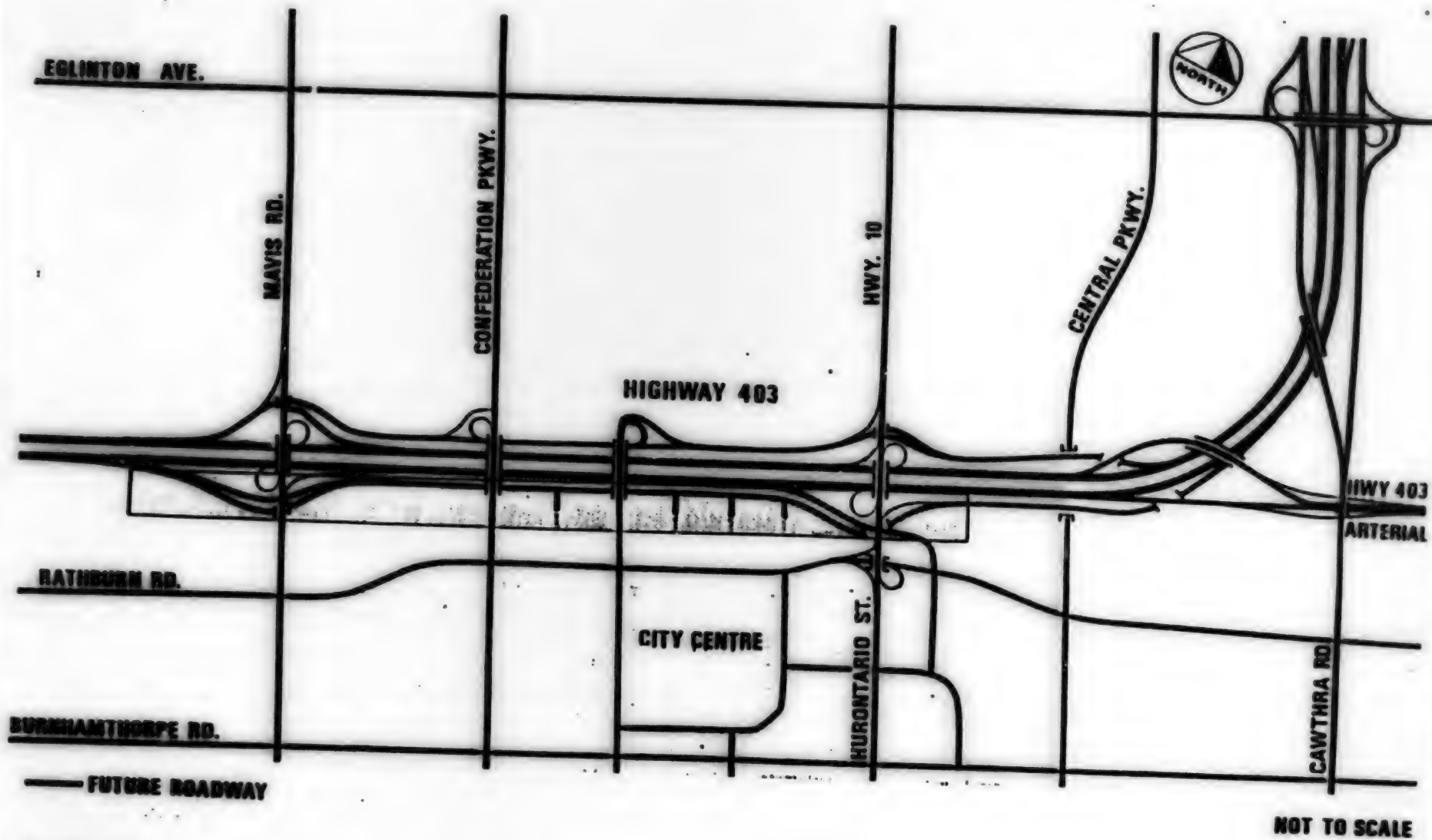
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W. P. Taylor, P. Eng.
Commissioner
Public Works Department

2(c)



CITY CENTRE BUSWAY
& TERMINAL STUDY
AREA.



- MAVIS COLLECTOR STUDY AREA

2(d)



Corporate Report

OPERATIONS/WORKS

MAY 17 1989

Received by
Clerk's Dept. MAY 10 1989

Clerk's Files A.02.03.02.20

Originator's
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22 121 00002

3

DATE: May 11, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River.

ORIGIN: The Ministry of Transportation Ontario.

BACKGROUND: The Ministry of Transportation Ontario is finalizing the preliminary design for the rehabilitation and expansion of the Mississauga Q.E.W. Freeway Traffic Management System. The design is essentially complete and project implementation is scheduled to start in 1995. The Ministry of Transportation Ontario is now soliciting comments from various agencies affected by this project.

COMMENTS: Staff of the Public Works Department have participated in the preliminary design study by attending External Team meetings. The purpose of the study was to design the upgrading and expansion of the existing Q.E.W. Freeway Traffic Management System. The existing system hardware due to age will require replacement. The present system includes ramp metering, changeable message signs and T.V. surveillance. The upgraded system will include an expansion of the number of interchanges with ramp metering and a more sophisticated changeable message and T.V. surveillance system.

The Ministry of Transportation Ontario will be making a presentation at the Operations and Works Committee on May 17, 1989 to present the proposed Freeway Traffic Management System configuration, its features and its benefits to the community. Ministry staff will be available to answer any questions the Committee may have regarding this project.

.../2

Chairman and Members of the
Operations and Works Committee

- 2 -

May 11, 1989.

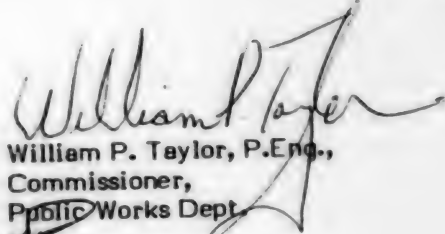
CONCLUSION:

3(a)

The Ministry of Transportation Ontario is finalizing the preliminary design for the rehabilitation and expansion of the Mississauga Freeway Traffic Management System. The design is essentially complete and project implementation is scheduled to start in 1995. A presentation will be made by Ministry staff on the proposed Freeway Traffic Management System configuration, its features and its benefits to the community.

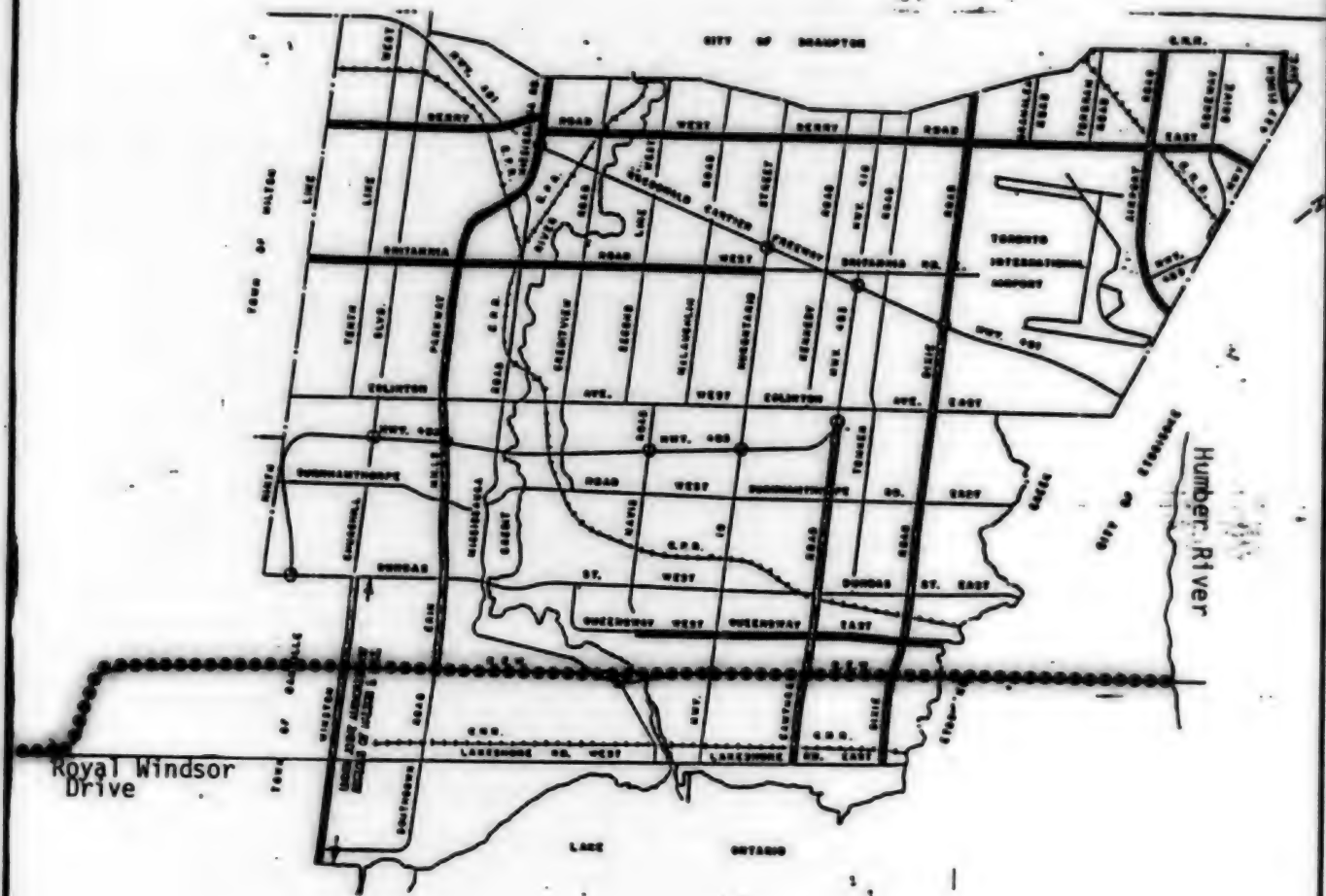
RECOMMENDATION:

That the report dated May 11, 1989 to the Chairman and Members of the Operations and Works Committee from William P. Taylor, Commissioner of the Public Works Department, be received for information.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

MP/dab
0594E

3(h)



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION



PROPOSED REHABILITATION AND
EXPANSION OF THE Q.E.W. FREEWAY
TRAFFIC MANAGEMENT SYSTEM



Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

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4
OPERATIONS/WORKS MAY 17 1989

DATE: April 27, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Mississauga Golf Club Estates, Registered Plan 43M-301, located north of the Queen Elizabeth highway and south of Mississauga Road (sketch attached).

ORIGIN: Engineering Agreement between Birchleaf Developments Limited, (c/o of Northdown Construction, 26 Tanglers Road, Downsview, Ontario M3J 2B2), the City of Mississauga and the Regional Municipality of Peel dated August 9, 1979.

COMMENTS: The subject development consists of twenty-three (23) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$32,632.74 should be released to the developer, Birchleaf Developments Limited.

CONCLUSION: It is concluded that, since the developer has complied with all of the requirements of servicing of the Engineering Agreement, the City should assume the municipal works and release all the remaining securities for the subdivision.

...../cont'd

Chairman and Members of the
Operations and Works Committee

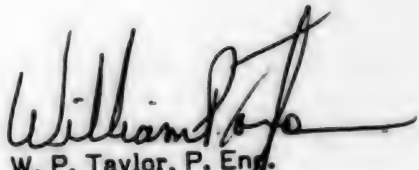
- 2 -

April 27, 1989

H(a)

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Birchleaf Developments Limited, Registered Plan 43M-301, located north of the Queen Elizabeth Highway and south of Mississauga Road,
- b) return the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-301 (currently valued at \$32,632.74) to the developer, Birchleaf Developments Limited,
- c) enact a by-law establishing the road allowances within Registered Plan 43M-301 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

WPT/ap
0825E/223E

Enclosure

424





Corporate Report

Received by MAY 10 1989
Clerk's Dept.

Clerk's Files M-0668

5

OPERATIONS/WORKS MAY 17 1989

Originator's
Files M-668
11-141-00045

DATE: April 27, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, P. Eng., Commissioner, Public Works
Department
SUBJECT: Assumption of the municipal works for Cullen Avenue
Subdivision, Registered Plan 43M-668, located north of the
Queensway West and east of Mavis Road (sketch attached).

ORIGIN: Servicing Agreement between Gardi Construction Limited, (85
Irondale Drive, Weston, Ontario M9L 2S6), the City of
Mississauga and the Regional Municipality of Peel dated
December 16, 1985.

COMMENTS: The subject development consists of fourteen (14) residential
lots. As far as the Public Works Department is concerned, the
developer has complied with all the requirements of the
Servicing Agreement for the installation of the municipal
services in the above-mentioned plan. The remaining securities
in the amount of \$51,301.75 should be released to the developer,
Gardi Construction Limited.

CONCLUSION: It is concluded that since the developer has complied with all of
the requirements of the Servicing Agreement, the City should
assume the municipal works and release all remaining securities
for this subdivision.

...../cont'd

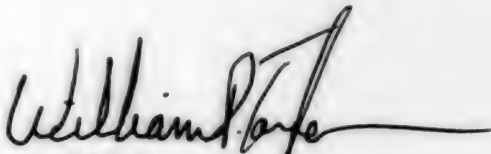
April 27, 1989

5(a)

RECOMMENDATION:

That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Gardi Construction Limited, Registered Plan 43M-668, located north of the Queensway West and east of Mavis Road.
- b) return the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-668 (currently valued at \$51,301.75) to the developer, Gardi Construction Limited.
- c) enact a by-law establishing the road allowances within Registered Plan 43M-668 as public highway and part of the municipal system of the City of Mississauga.



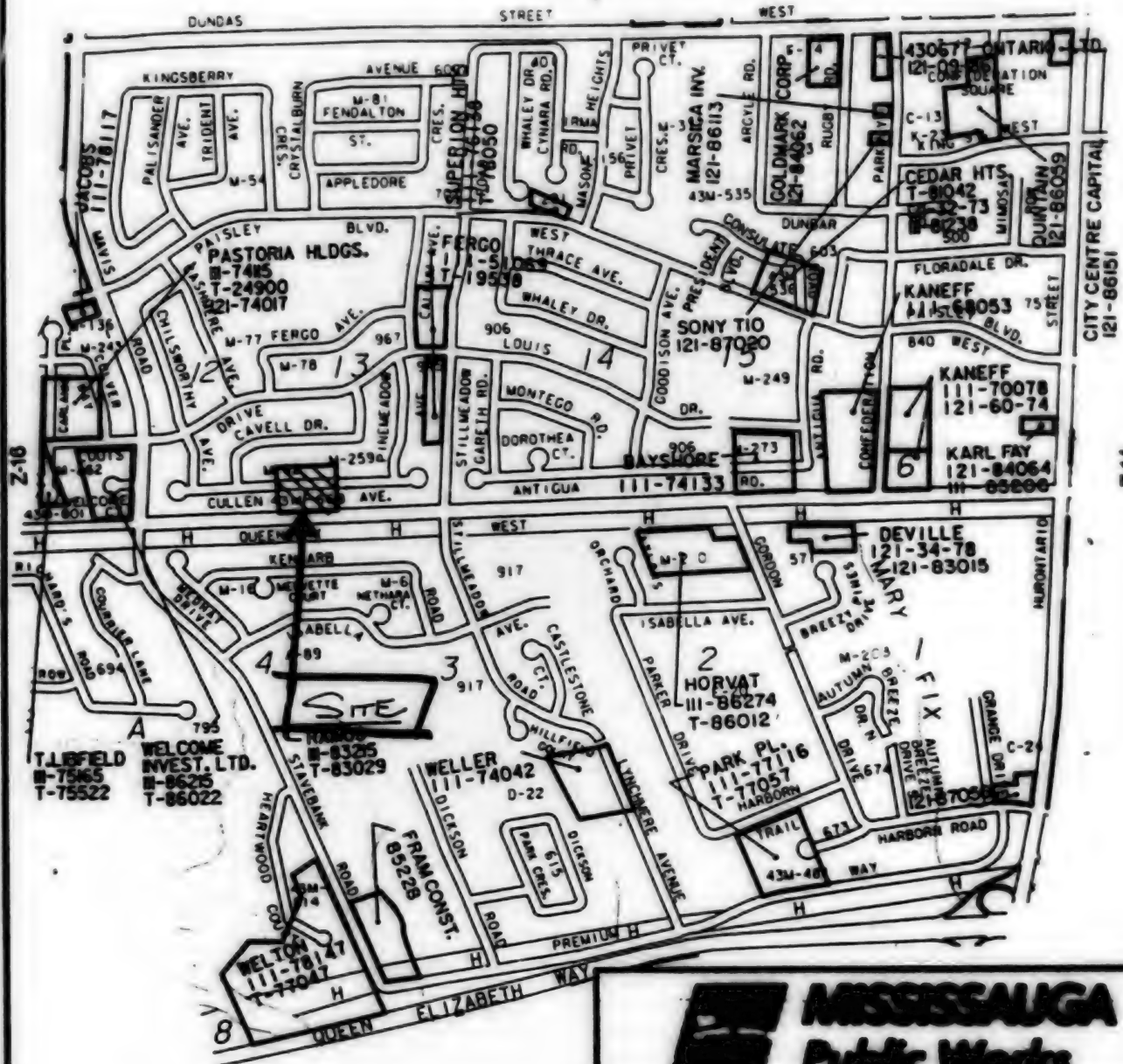
W. P. Taylor, P. Eng.
Commissioner
Public Works Department

Wap
0980E/223E

Enclosure

Z-22

5(h)



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

Cullen Avenue Subdivision

Assumption of Subdivision

Registered Plan 43M-668

Z-1



Corporate Report

6

OPERATIONS/WORKS MAY 17 1989

Received by MAY 10 1989
Clerk's Dept.

Clerk's Files M-0300

Originator's
Files M-300
11 141 00045

DATE: April 27, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Thompson Estates Limited, Registered Plan 43M-300, located north of the Queen Elizabeth Highway and south of Mississauga Road (sketch attached).

ORIGIN: Engineering Agreement between Anon Investments Limited, (Seal Pine Meadows Property Limited, 2610 Tanglers Road, Downsview, Ontario M3M 2B2), the City of Mississauga and the Regional Municipality of Peel dated August 9, 1979.

COMMENTS: The subject development consists of fifty (50) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$45,509.89 should be released to the developer, Anon Investments Limited.

CONCLUSION: It is concluded that, since the developer has complied with all of the requirements of the Engineering Agreement, the City should assume the municipal works and release all the remaining securities for this subdivision.

...../cont'd

Chairman and Members of the
Operations and Works Committee

- 2 -

April 27, 1989

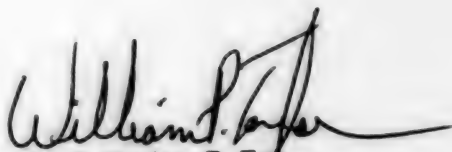
6(a)

RECOMMENDATION: That the City of Mississauga:


a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Anon Investments Limited, Registered Plan 43M-300, located north of the Queen Elizabeth Highway and south of Mississauga Road,


b) return the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-300 (currently valued at \$45,509.89) to the developer, Anon Investments Limited,

c) enact a by-law establishing the road allowances within Registered Plan 43M-300 as public highway and part of the municipal system of the City of Mississauga.



W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 DWP/ap
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Enclosure

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MISSISSAUGA
Public Works
DEVELOPMENT ENGINEERING

Thompson Estates Limited
Assumption of Plan M-300



Corporate Report

Received by
Clerk's Dept. MAY 10 1989

Clerk's Files M-0503

7

Originator's
Files M-503
11-141-00045

OPERATIONS/WORKS MAY 17 1989

DATE: April 27, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Goldmerix Subdivision, Registered Plan 43M-503, located north of Burnhamthorpe Road West and west of Mavis Road (sketch attached).

ORIGIN: Servicing Agreement between Whitehorn Investments Limited (Goldmerix Properties Limited, 250 Consumers Road, Suite 1103, Willowdale, Ontario M2J 4V6), the City of Mississauga and the Regional Municipality of Peel dated March 23, 1983.

COMMENTS: The subject development consists of one hundred and thirty-four (134) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$151,528.40 should be released to the developer, Goldmerix Properties Limited/Whitehorn Investments Limited.

CONCLUSION: It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for the subdivision.

...../cont'd

April 27, 1989

7(a)

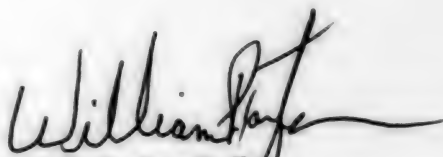
RECOMMENDATION:

That the City of Mississauga:

a) assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Goldmerix Properties Limited/Whitehorn Investments Limited, Registered Plan 43M-503, located north of Burnhamthorpe Road West and west of Mavis Road,

b) return the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-503 (currently valued at \$151,528.40) to the developer, Goldmerix Property Limited/Whitehorn Investments Limited,

c) enact a by-law establishing the road allowances within Registered Plan 43M-503 as public highway and part of the municipal system of the City of Mississauga.



W. P. Taylor, P. Eng.
Commissioner
Public Works Department

DWP
8980E/223E

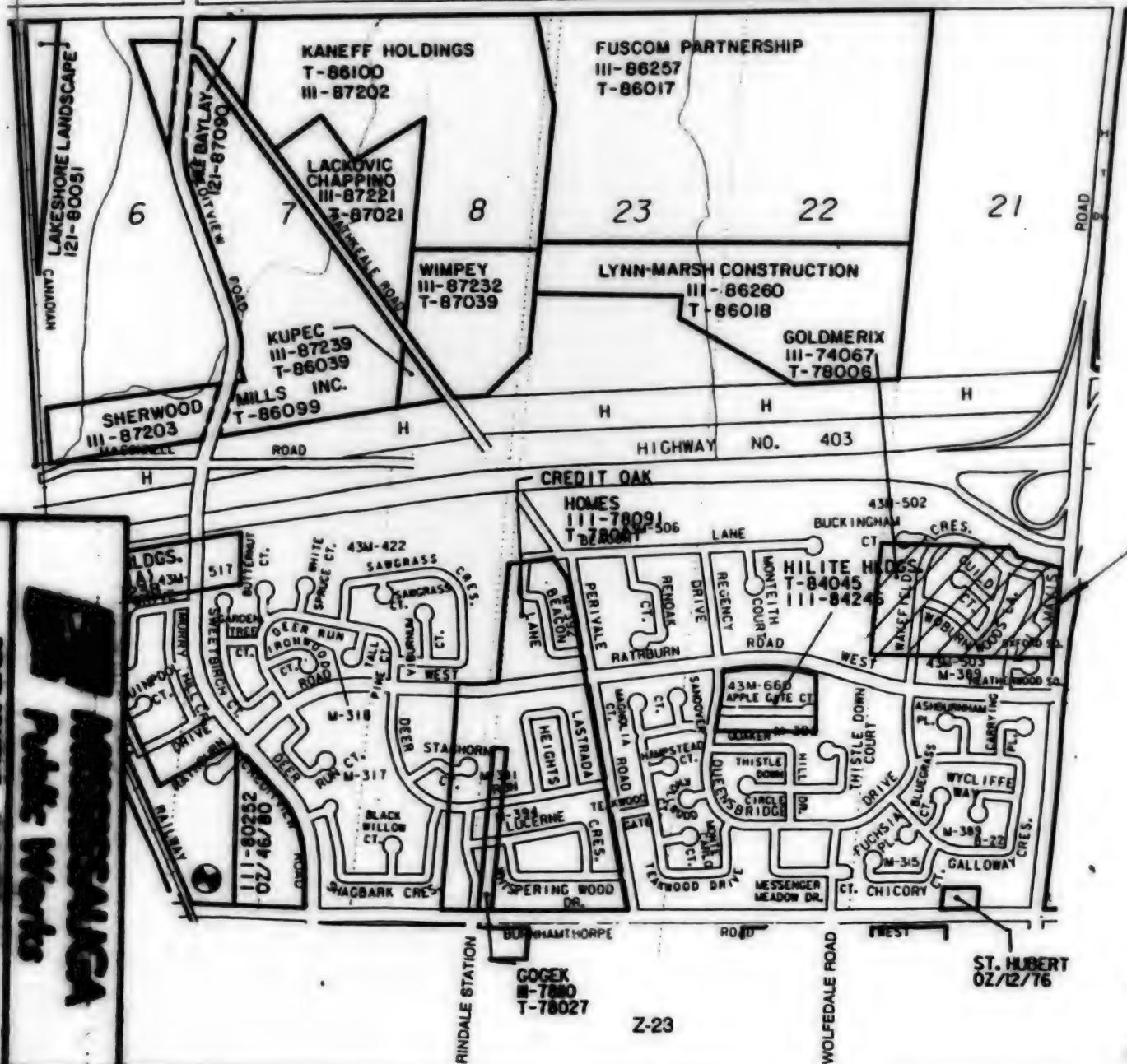
Enclosure

Z-38-W

Z-38-E

EGLINTON

Z-37-W



Assumption of Registered Plan M-503

Goldmerix Subdivision

DEVELOPMENT DESIGN

Public Works



Corporate Report

Received by
Clark's Dept. MAY 10 1989

Clark's Files 02-18/82

Originator's
Files OZ 18/82
11-141-00045

10
OPERATIONS/WORKS MAY 17 1989

DATE: April 27, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, P. Eng., Commissioner, Public Works
Department
SUBJECT: Assumption of the municipal works for Fortissimo Investments
Limited, located south of Burnhamthorpe Road West and west of
Wolfedale Road (sketch attached).

ORIGIN: Servicing Agreement between Fortissimo Investments Limited,
(390 Bay Street, Suite 504, Toronto, Ontario M5H 2Y2), the
City of Mississauga and the Regional Municipality of Peel
dated July 16, 1984.

COMMENTS: The subject development consists of a commercial plaza. As far
as the Public Works Department is concerned, the developer has
complied with the requirements of the Servicing Agreement for
the installation of the municipal services in the
above-mentioned plan. The remaining securities in the amount
of \$20,890.00 should be returned to the developer, Fortissimo
Investments Limited.

CONCLUSION: It is concluded that, since the developer has complied with all of
the requirements of the Servicing Agreement, the City should
assume the municipal works and release the remaining securities
for the subdivision.

...../cont'd

Chairman and Members of the
Operations and Works Committee

- 2 -

April 27, 1989


10(a)

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Fortissimo Investments Limited, OZ 18/82, located north of Burnhamthorpe Road West and west of Wolfedale Road,
- b) return the Letter of Credit securing the Servicing Agreement for OZ 18/82 (currently valued at \$20,890.00) to the developer, Fortissimo Investments Limited.



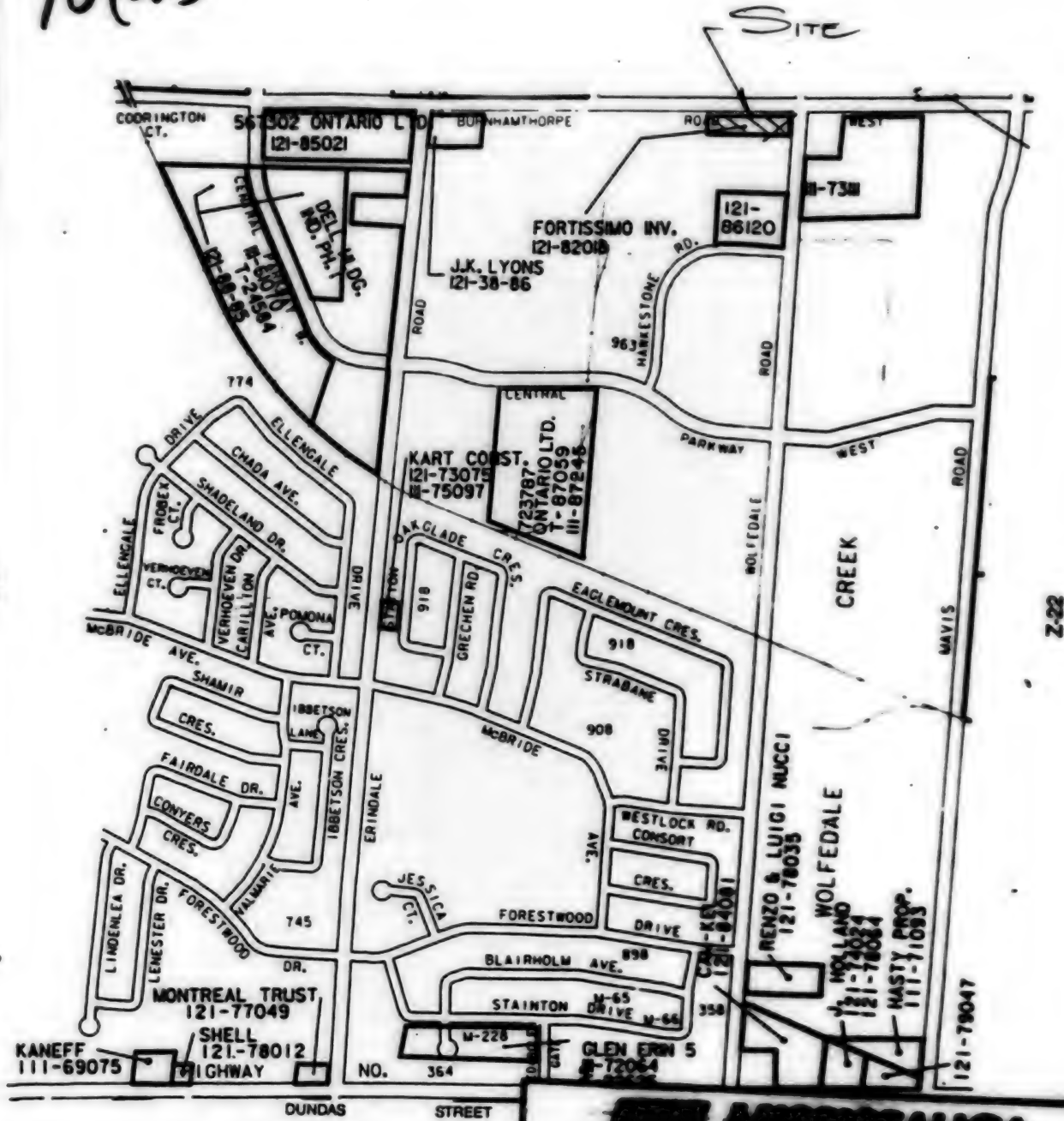
W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Wap
0980E/223E

Enclosure

10(h)



MISSISSAUGA
Public Works

DEVELOPMENT DIVISION

Fortissimo Investments Ltd.

Assumption of Municipal Services

OZ 18/82

Z-16



Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

F.O. 02.01

Originator's
Files

11 141 00045
11 161 00011
13 211 00024

OPERATIONS/WORKS ~~MAY 17 1989~~

DATE: April 27, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for Traffic Signals
Burnhamthorpe Road at Promontory Drive/
Promontory Crescent

ORIGIN: Request for report #73-89 and petition from Ms. Nicole DeFreitas.

BACKGROUND: A petition was received by Council on April 10, 1989, requesting that traffic signals be installed at the intersection of Burnhamthorpe Road at Promontory Drive/
Promontory Crescent.

COMMENTS: This location has been reviewed in the past and most recently early this year. The Ministry of Transportation Ontario traffic signal warrant figures for the most recent study are as follows:

DATE OF STUDY	MINIMUM VEHICLE VOLUME	DELAY TO CROSS STREET
Feb. 23, 1989	49%	58%

To meet the warrant one of the following two conditions must be met:

1. Either "Minimum Vehicle Volume" or "Delay To Cross Street" be 100% satisfied;
2. Both "Minimum Vehicle Volume" and "Delay To Cross Street" be at least 80% satisfied.

COMMENTS:
(cont.)

Past studies resulted in the following warrant figures:

<u>DATE OF STUDY</u>	<u>MINIMUM VEHICLE VOLUME</u>	<u>DELAY TO CROSS STREET</u>
Oct. 30, 1984	48%	62%
Sept. 26, 1985	62%	79%
May 20, 1986	55%	72%
Jan. 28, 1987	43%	51%
June 18, 1987	62%	75%
Jan. 27, 1988	66%	73%

The Ministry of Transportation Ontario criteria is based on empirical studies that take into account such factors as: total volume at the intersection, crossing volume, side street volume and delay, pedestrian movements and turning movements. The minimum criteria established by the Ministry of Transportation Ontario is considered to be the point at which traffic signals should become a benefit to the various movements at the intersection.

With respect to accidents, the installation of signals do not necessarily reduce the number of accidents. It has been shown that in general the number of right-angle collisions are reduced, however, the number of rear end collisions increase. In the last three years there were only three reportable accidents of the type considered to be preventable by the installation of signals, for example: right-angle. Collisions such as rear end, side swipe, and loss of control, are not considered to be preventable by traffic signals.

CONCLUSION:

The traffic conditions at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent are such that the minimum Ministry of Transportation Ontario criteria for the installation of traffic signals are not met.

The accident history indicates that the number of accidents that are considered to be preventable by the installation of traffic signals is low.

Chairman and Members of the
Operations and Works Committee

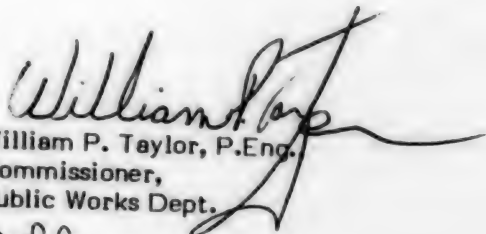
- 3 -

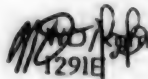
April 27, 1989

11(h)

RECOMMENDATION:

That the traffic signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent not be installed at this time as the minimum Ministry of Transportation Ontario criteria for traffic signals are not met.


William P. Taylor, P.Eng.
Commissioner,
Public Works Dept.


12918





Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

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Originator's
Files

11 141 89045
11 121 00028

OPERATIONS/WORKS

MAY 17 1989

DATE: April 24, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Petition - Repaving Dunmow Crescent

ORIGIN: Letter and petition dated August 18, 1988 from Mr. Assar, 4188 Dunmow Crescent, Mississauga, L4Z 1C9.

Report Request 287-88.

COMMENTS: The petition was to request the repaving of Dunmow Crescent. The homes and the street including the final paving in this area were constructed in 1977 and 1978.

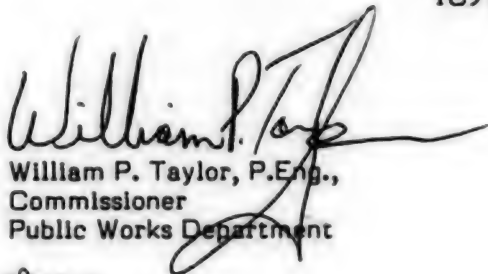
A site inspection has revealed some asphalt patching which should be repaired, but generally the street is in good condition and does not meet the City's requirements for resurfacing.

Staff in the Works Section will inspect and repair the previously patched areas later this Spring.

CONCLUSION: Dunmow Crescent does not require resurfacing at this time. Previously patched areas along the road will be repaired later this Spring.

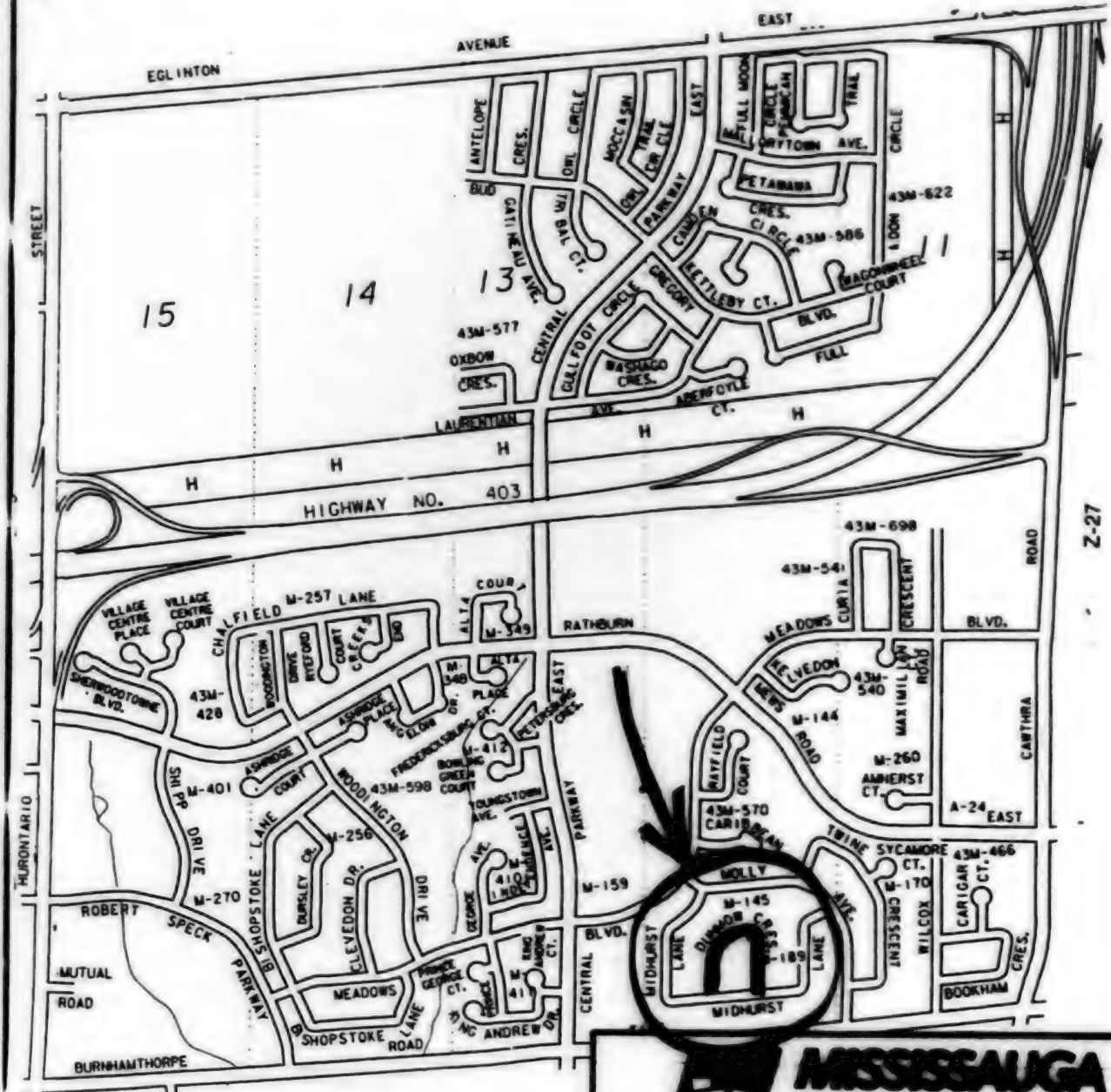
RECOMMENDATION: That with respect to the petition from the Dunmow area residents:

- a) No action be taken to include Dunmow Crescent in the resurfacing program at this time, and
- b) Mr. M. Assar, 4188 Dunmow Crescent, Mississauga, L4Z 1C9 be so advised.


William P. Taylor, P.Eng.,
Commissioner
Public Works Department

WGC:jb
1070E

Z-36-E



Z-21

MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

REPAVING OF DUNMOW CRESCENT



Corporate Report

Received by
Clerk's Dept. MAY 10 1989

Clerk's Files F.02.04.01

13

Originator's
Files 11 141 00045
11 161 00011
13 211 89223

OPERATIONS/WORKS ~~MAY 17 1989~~

DATE: May 11, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Bread and Honey 15 km Road Race.

ORIGIN: Mr. David Robinson, Race Director, Credit Valley Marathon Club, 999 Lucerne Crescent, Mississauga, L5C 3X6.

COMMENTS: Mr. Robinson, on behalf of the Credit Valley Marathon Club, has requested permission to hold the 15 km Bread and Honey Festival Race on Saturday, June 3, 1989 between 8:00 a.m. and 10:00 a.m.

The race route will utilize the following roadways:

- Start on Joymar Drive south of Streetsville Secondary School and proceed north to Joycelyn Drive;
- Westbound on Joycelyn Drive;
- Northbound on Theodore Drive;
- Westbound on Britannia Road West;
- Northbound on Creditview Road;
- Eastbound on Derry Road;
- Southbound on Second Line;
- Westbound on Britannia Road West;
- and southbound on Joymar Drive back to Streetsville Secondary School.

This year the Credit Valley Marathon Club has requested that Joymar Drive be completely closed from Tannery Street to Britannia Road between the hours of 8:00 a.m. and 10:00 a.m.. This will help to improve the level of safety for the race participants during both the start and finish. Access will be available for local residents and all residents impacted by the closure will receive an advisory notice from the applicant.

The proposed race route and the road closure have been thoroughly reviewed by the Peel Regional Police, the Public Works Department and the Credit Valley Marathon Club.

May 11, 1989.

13(a)

Since Britannia Road West and Derry Road West are under the jurisdiction of the Region of Peel, their permission is required for the use of these roads.

A preliminary letter has been forwarded to the race director outlining specific guidelines that should be followed during the race.

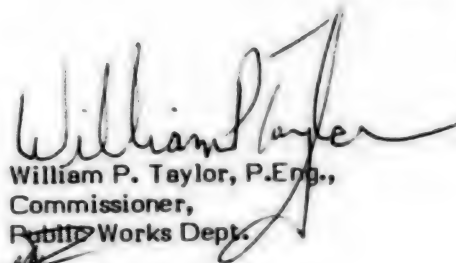
The Public Works Department will install advance notification signing for the Joymer Drive road closure. Mississauga Transit has been contacted and advised of the road restrictions. Other emergency services will be notified prior to the event.

CONCLUSION:

The Credit Valley Marathon Club has requested permission to restrict traffic on City and Regional roadways for their annual Bread and Honey Festival 15 km road race on Saturday, June 3, 1989. As this event will utilize a similar route as in previous years and will be assisted by the Peel Regional Police, the Public Works Department has no objection to this year's request.

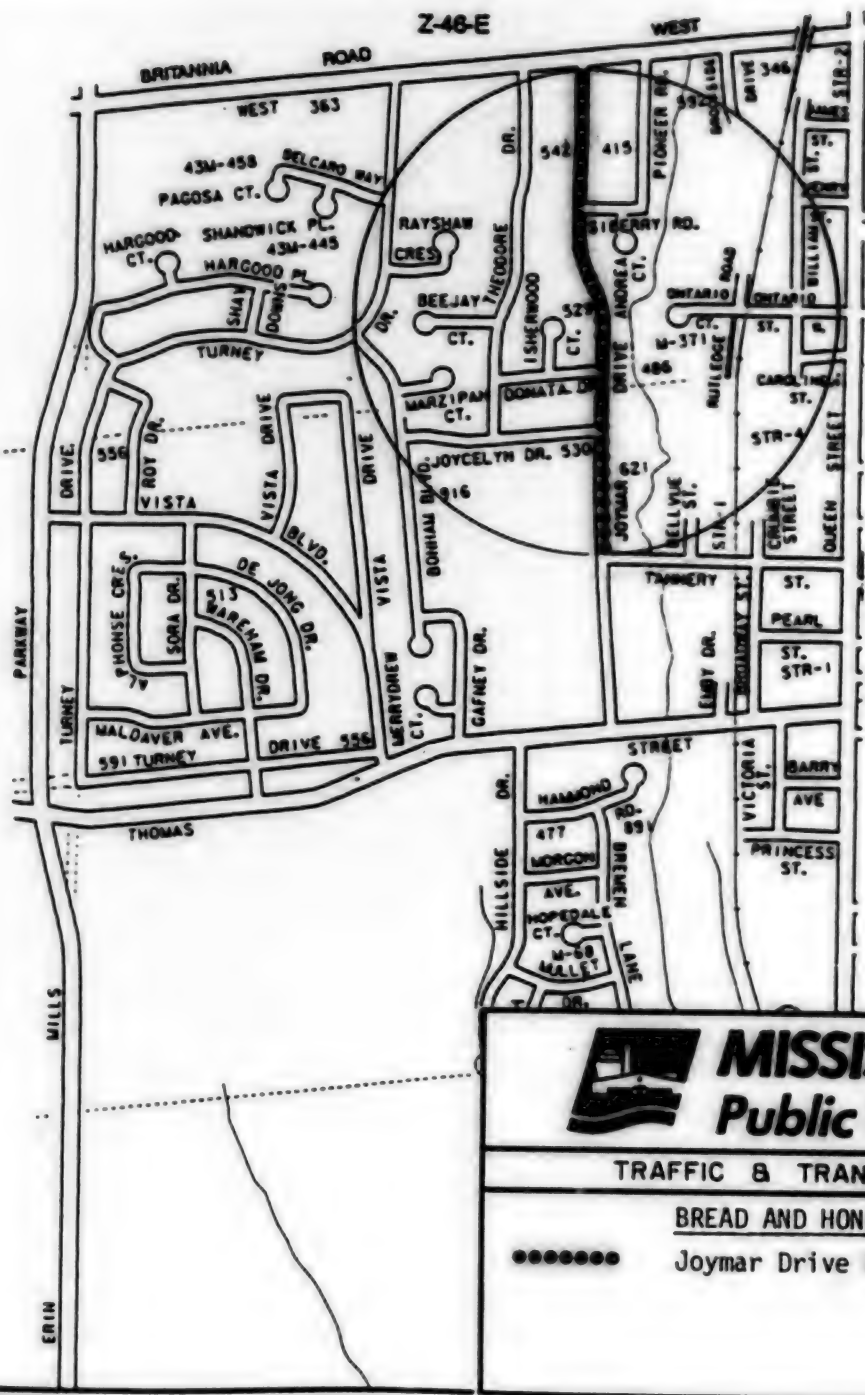
RECOMMENDATION:

- (a) That a by-law be enacted to implement the closure of Joymer Drive from Tannery Street to Britannia Road West from 8:00 a.m. to 10:00 a.m. on Saturday, June 3, 1989 for the purpose of holding the annual Bread and Honey Festival 15 km road race.
- (b) That the Credit Valley Marathon Club be advised that the City of Mississauga has no objection to their request to hold the 15 km Bread and Honey Festival race subject to the following conditions:
 - (i) Completion of a road restriction permit at least five days prior to the event;
 - (ii) Proof of liability insurance in the amount of at least two million dollars with the City of Mississauga named as co-insured;
 - (iii) Written permission from the Region of Peel for the use of Derry Road West and Britannia Road West;
 - (iv) That the applicant advise, in writing, all residents of Joymer Drive located within the closure area of the date, time and purpose of the closure.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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13(h)



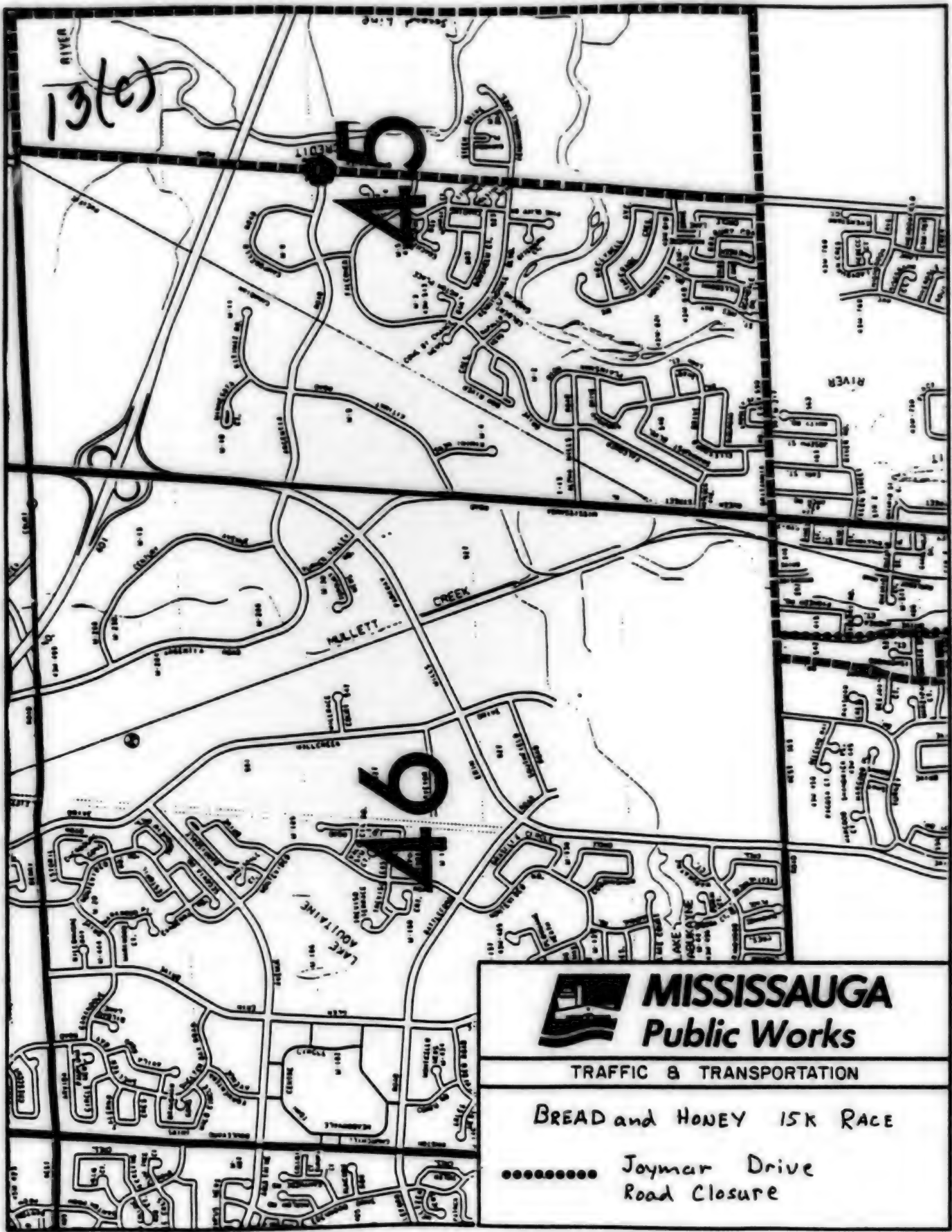
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

BREAD AND HONEY 15 km ROAD RACE



Joymar Drive Road Closure





Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

F.06.04.02

14

Originator's
Files

11 141 00045
11 161 00011
13 211 00029

OPERATIONS/WORKS

MAY 17 1989

DATE: April 27, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Rathburn Road - Parking Prohibitions.

ORIGIN: Public Works Department.

COMMENTS:

Parking deficiencies identified in the Sherwoodtowne Boulevard business area have resulted in overflow parking occurring on all roadways within the business area on Shipp Drive and on Rathburn Road. The Public Works Department has been monitoring this situation for some time and has implemented a number of corner parking restrictions to ensure the protection of sight lines and to enhance transit bus movement by keeping bus stops and shelters unobstructed.

The Parking Control Section has been tagging and towing vehicles on Village Centre Place and Village Centre Court in an effort to improve traffic flow and provide access for emergency vehicles. As a result of this enforcement effort, and in view of the construction of the proposed Sherwoodtowne Boulevard connection to Hurontario Street, which will further reduce the availability of on-street parking space, Rathburn Road will undoubtedly be used extensively for on-street parking.

Parking on Rathburn Road, particularly during peak periods, is less than desirable. This major collector roadway has experienced a steady increase in traffic volumes since construction of the connecting link west of Hurontario Street and traffic volumes will continue to increase upon completion of the Hurontario Street interchange, and with further development of the City Centre district. In this regard, the presence of parked vehicles will result in obstructions to through traffic and may impact sight lines for both motorists and pedestrians near the intersection of Shipp Drive/Sherwoodtowne Boulevard.

Due to these concerns, the Public Works Department proposes to undertake preventative action by prohibiting parking at anytime on Rathburn Road between Woodington Drive and City Centre Drive. The prohibition will be extended westerly to Elora Drive in the future once the portion of Rathburn Road north of the Civic Centre is registered and becomes public highway. Should this not take place in the immediate future, the developer will be requested to install such signs prior to the commencement of the annual summer Farmers' Market.

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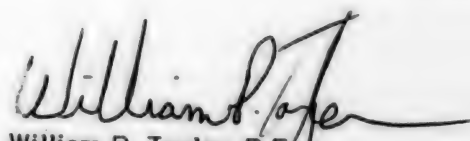
April 27, 1989.

14(a)
CONCLUSION:

The presence of parked vehicles on major collectors, such as Rathburn Road, frequently creates concerns pertaining to level of service and motorist/pedestrian safety. In this light, the Public Works Department feels that parking and/or stopping prohibitions should be present on Rathburn Road between Woodington Drive and City Centre Drive.

RECOMMENDATIONS:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition at anytime on both sides of Rathburn Road between Woodington Drive and City Centre Drive.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

F.06.04.05

15

Originator's
Files

11 141 00045
13 211 00029

OPERATIONS/WORKS MAY 17 1989

DATE: April 27, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for all-way stop at Winfield Terrace and Westbourne Terrace.

ORIGIN: City Council Meeting of November 28, 1988.
Report Request No. 362-88.

BACKGROUND: At the City Council meeting of November 28, 1988 Council requested that the implementation of an all-way stop at Winfield Terrace and Westbourne Terrace be referred to the Public Works Department for a further report. This report addresses the issue of sight distance at the intersection and the results of a site review by Public Works staff with Councillor Dale.

COMMENTS: Manual turning movement counts were conducted at this location on September 8, 1988 and January 19, 1989 and the results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic hour, averaged, are as follows:

September 8, 1988:

Part 'A'	Volume from all approaches	63%
Part 'B'	Minor street volume	34%

January 19, 1989:

Part 'A'	Volume from all approaches	94%
Part 'B'	Minor street volume	23%

Both parts 'A' and 'B' individually must fulfill the minimum requirements of 100% for the all-way stop warrant to be satisfied.

A collision history at this location revealed that one accident has occurred since construction of this location. The accident involved a pedestrian, and some residents of the area suggested at that time that an all-way stop be implemented. Studies indicate that all-way stop warrants were not fulfilled. This location has been assessed and a review indicated that the presence of an all-way stop would not have prevented such an accident.

Area residents are concerned that sight lines at the west intersection of Winfield Terrace and Westbourne Terrace are inadequate in the respect that northbound/eastbound traffic cannot be seen by the motorists on Westbourne Terrace. This intersection has been reviewed by Public Works staff with Councillor Dale in attendance, and sight lines have been measured. Motorists waiting on Westbourne Terrace have a clear view of northbound traffic on Winfield Terrace to a point 120 metres south of the west intersection.

April 27, 1989.

15(a)

The minimum standard requirement for sight line distance for a residential street with a 50 km/hr speed is 60 metres. As the minimum requirement is clearly fulfilled an all-way stop is not warranted on the basis of inadequate sight lines. However, since this intersection is located north of a curve, parked cars can obstruct sight lines. For this reason, residents may want to consider the option of prohibiting on-street parking from the east intersection of Winfield Terrace and Westbourne Terrace to a point 50 metres south of the west intersection, both sides of the street. This would alleviate all sight line concerns regarding motorists.

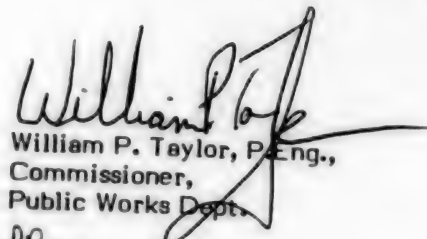
At the time of the site inspection by staff it was observed that the postal box opposite the west intersection of Westbourne Terrace and Winfield Terrace obstructs the visibility of pedestrians to motorists. Pedestrians cross Winfield Terrace at this location as there is a pedestrian entrance to the Herritage Hills Park. In the interest of pedestrian safety the Public Works Department has requested that the post office review the location of this postal box. A more appropriate location is available on Westbourne Terrace adjacent to a vacant lot at Northbury Drive.

CONCLUSION:

At the request of City Council the intersection of Winfield Terrace and Westbourne Terrace was again reviewed for potential all-way stop implementation. Based on the above results there is insufficient side street volume (average of only twelve vehicles during peak hours) to technically warrant an all-way stop. The Public Works Department therefore, does not support its implementation at this time.

RECOMMENDATION:

- (A) That an all-way stop not be implemented at the intersection of Winfield Terrace and Westbourne Terrace as warrants are not satisfied.
- (B) That the postal box at the west intersection of Winfield Terrace and Westbourne be relocated to a position on Westbourne Terrace adjacent the vacant lot on Winfield Terrace at Hillbury Drive.


William P. Taylor, P. Eng.,
Commissioner,
Public Works Dept.

BB/dab
0594E.6

WEST

43M-749

WESTBOURNE TERRACE

WINFIELD TERRACE

43M-575

43M-635

43M-514

18

HUNTINGTON RIDGE DRIVE

43M-636

43M-51

MISSISSAUGA Public Works

TRAFFIC & TRANSPORTATION

WESTBOURNE TERRACE AND WINFIELD TERRACE ALLWAY STOP



u item 15

Kingsbridge Heritage Hills

COMMUNITY ASSOCIATION

PO BOX 2225 SQUARE ONE MISSISSAUGA ONTARIO L5B 3C7

May 2, 1989.

OPERATIONS/WORKS MAY 17 1989

Councillor Frank Dale,
Ward 4,
300 City Centre Drive,
Mississauga, Ontario.

Dear Frank:

The following is a list of vehicles, pedestrians and buses counted traveling through the intersection of Winfield Terrace and Westbourne Terrace (West) on two days from the times of 3:15 p.m. to 3:45 p.m. We trust that you will forward this information on to the proper individuals in traffic safety which may be of interest to them and also may influence the final decision as to stop signs being erected at this location. Again we stress the safety of both children and adults at this crossing which has a direct access to a school.

	Cars	Pedestrians	Buses
April 18	70	31	12
April 21	69	39	12

I will continue to do further studies (weather permitting) in the future if so indicated. We have no intention of letting this potentially dangerous intersection to remain as it is and endangering the lives and well being of area residents.

Yours truly,

Pat Tanaka (Mrs.)
Chairperson
890-2544



Corporate Report

16

OPERATIONS/WORKS MAY 17 1989

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

F.06.04.05
J.05.890 43

Originator's
Files

11 141 00045
11 161 00011
13 211 00058

DATE: April 19, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Traffic Concerns at Burnhamthorpe Road and Colonial Drive.

ORIGIN: Mrs. Debra McDonald, President, All Saints Education Committee, 3274 Huxley Drive, Mississauga, L5L 4S2. Report Request 48-89.

BACKGROUND: In September 1988 the All Saints Public School on Colonial Drive opened. This is a newly developed area and since the beginning of the 1988 school year several traffic control measures have been requested by various groups and residents. To-date the following traffic control measures have been approved and implemented; a crossing guard at Drummond Road and Colonial Drive with the necessary signs and pavement crossing lines, and a 40 km/hr speed limit on Colonial Drive in front of the school.

COMMENTS: In February 1989 Council received a petition from the All Saints Education Committee in conjunction with local residents, requesting the installation of stop lights at Burnhamthorpe Road and Colonial Drive and an all-way stop on Colonial Drive in front of the All Saints Public School, and requested a report from the Public Works Department.

Prior to receiving this petition, Public Works staff determined that signals at Burnhamthorpe Road and Colonial Drive were warranted. This location has been included as part of the Public Works Department 1989 signalization program. Funding for this signal will be provided by developer contributions. Tentatively, it is hoped that signals will be installed and functional for the start of the 1989 school year.

...../2

April 19, 1989.

16(a)

In response to the request for an all-way stop at Colonial Drive and Drummond Road, manual turning movement counts were conducted and the results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic hours, averaged, are as follows:

Part 'A'	Volume from all approaches	141%
Part 'B'	Minor street volume	114%

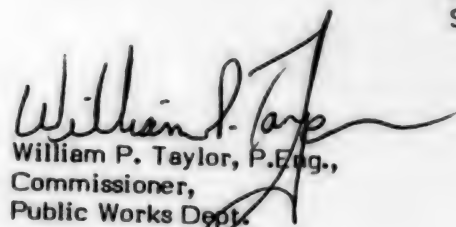
Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is warranted.

CONCLUSION:

Based on the results of traffic studies, an all-way stop is warranted and should be implemented at the intersection of Colonial Drive and Drummond Road.

RECOMMENDATION:

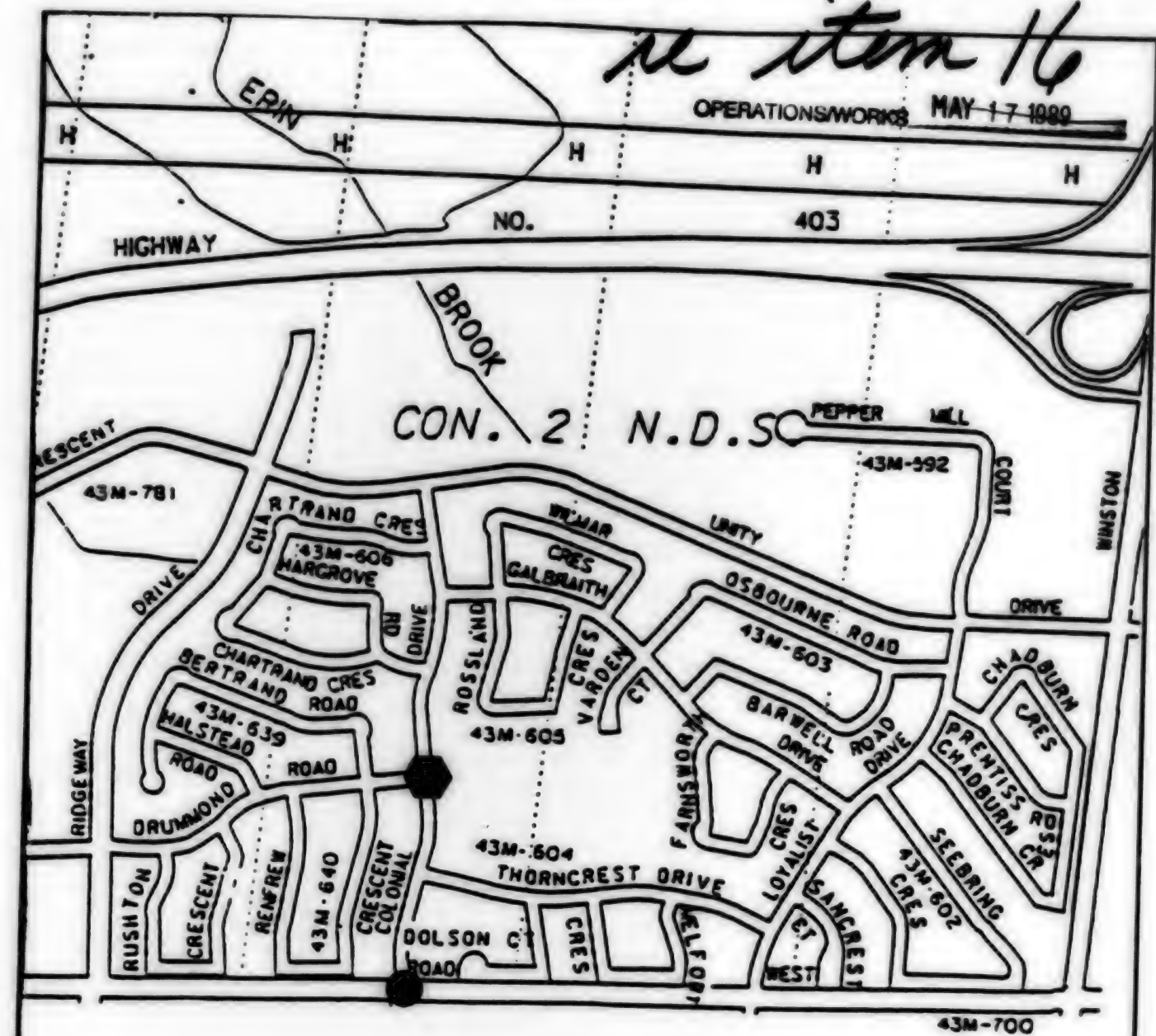
- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Colonial Drive and Drummond Road.
- (b) That a traffic signal be installed at Burnhamthorpe Road and Colonial Drive as part of the 1989 Traffic Signal Construction Program.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

SLP
0594E

re item 16

OPERATIONS/WORKS MAY 17 1989



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

The All Saints Public School
Traffic Control Locations

- SIGNALS
- ALL-WAY STOP



Corporate Report

17

OPERATIONS/WORKS ~~MAY 17 1989~~

Received by
Clark's Dept.

Clerk's Files

Originator's
Files

MAY 10 1989

F.06.0402

11 141 00045
11 161 00011
13 211 00006

DATE: April 26, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Traffic Concerns - Applewood Road.

ORIGIN: City of Mississauga Council - Report request 356-88.

COMMENTS: A number of traffic concerns accompanied by a petition were forwarded to the Public Works Department by the residents of Applewood Road. Further to a review of this location by Public Works staff the following remarks are presented addressing each concern.

The primary concern of Applewood Road residents is speeding vehicles in the area of the South Service Road. Results of radar speed studies on Applewood Road south of the South Service Road, have indicated that there is a slight speeding problem, 85th percentiles in the 60-65 km/hr range, and these findings will be forwarded to the Peel Regional Police with a request for enforcement.

Comments on the petition included a proposal for speed bumps, as well as a reduced speed limit on Applewood Road. With regard to speed bumps, they are considered illegal in accordance with the Municipal Act, on public roadways and have proven not to be an effective speed reduction device. They also create difficulty for snow plows and emergency vehicles. It is City practice with respect to speed limits to post 40 km/hr reduced speed zones only along elementary school frontages and on roadways with poor geometrics. This does not include Applewood Road since a school is not located on this roadway, and road geometrics are adequate.

In order to improve the level of safety at the intersection of Applewood Road and South Service Road a number of signing improvements have been implemented. The existing stop sign has been relocated to improve its visibility to drivers. Corner parking prohibitions have been installed to help decrease intersection congestion. A checkerboard warning sign with double arrows has been erected on the noise barrier wall on South Service Road to indicate the termination of Applewood Road. There is currently a 'do not block intersection' warning sign on the South Service Road west of Applewood Road. This existing sign should allow some assistance to motorists exiting from Applewood Road to the South Service Road when queuing occurs on the service road.

It was suggested by residents that some of the congestion problem can be attributed to the intersection of South Service Road and Haig Boulevard. It was proposed that eastbound right turns should not be restricted during the red signal phase, however, due to the unusual alignment of this intersection and the traffic signal phasing, vehicles must be prohibited from making right turns into the mall entrance, for safety reasons. This movement would cause potential conflict with Haig Boulevard traffic (see Fig 1, attached).

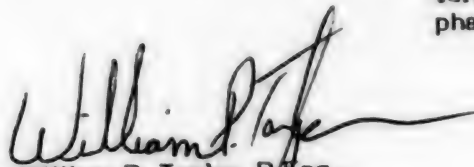
Other proposals included ramp metering at the O.E.W./Dixie Road ramp. Ramp metering is under the jurisdiction of the Ministry of Transportation Ontario, however, there is no standard interchange at this location whereby traffic can be controlled by ramp metering. The eastbound access to the O.E.W. in this area is directly from South Service Road, not Dixie Road. Future improvements to Dixie Road/O.E.W. interchange would permit ramp metering at this location. These improvements are not scheduled by the Ministry at this time and therefore the timing uncertain.

CONCLUSION:

Further to a petition from Applewood Road residents regarding traffic concerns, the Public Works Department has reviewed this location and subsequently implemented some traffic safety improvements. These included notification to the Peel Regional Police of a speeding problem; and traffic sign improvements at the intersection of Applewood Road and South Service Road.

RECOMMENDATION:

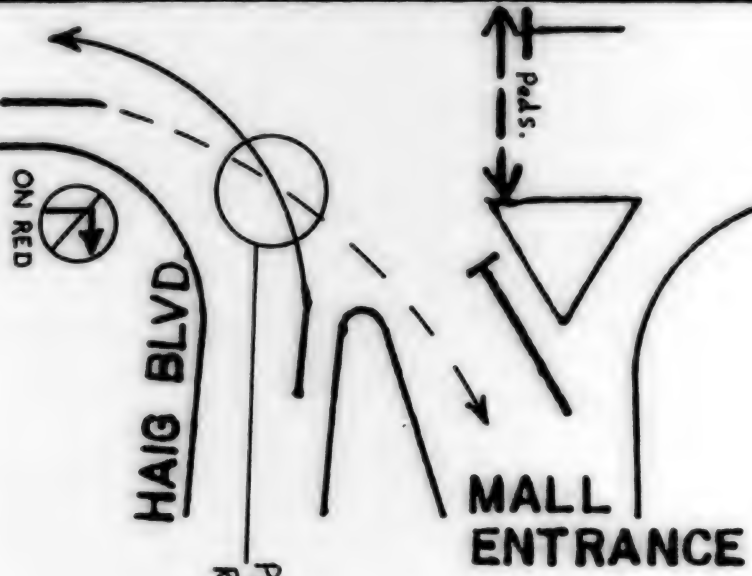
- (a) That the Peel Regional Police be requested to enforce the minor speeding problem on Applewood Road;
- (b) That speed bumps not be constructed on Applewood Road;
- (c) That the existing speed limit of 50 km/hr be maintained on Applewood Road in keeping with current practice, and not be reduced to 40 km/hr;
- (d) That the intersection of South Service Road/Haig Boulevard/Dixie Mall entrance maintain its current right turn on red prohibitions due to safety concerns and signal phasing.


William P. Taylor, P. Eng.,
Commissioner,
Public Works Dept.


WPT/dab
0594E

171(r)

SOUTH SERVICE ROAD



Potential Conflict if
Right Turn is allowed

 **MISSISSAUGA**
Public Works

TRAFFIC & TRANSPORTATION

Fig. 1

INTERSECTION ALIGNMENT

QUEEN ELIZABETH WAY

SOUTH

FORMER

58

616 MUIR RD.

RD.

E-88

AVE.

OGDEN

2

670 AVE.

STRATHGAI RD.

649

APPLEWOOD

42

44

DELCO

AVE.

HALLIDAY

708

DEBORAH

DR.

HOLBURNE ROAD

633

BROOKS

414

SERVICE

ROAD

348

BLVD.

DRIVE

448

SYLVA

RD.

545

305

43 M-498

DRIVE

CREEK

MISSISSAUGA Public Works

TRAFFIC & TRANSPORTATION

Fig. 2

APPLEWOOD ROAD



Corporate Report

Received by
Clerk's Dept.

MAY 10 1989

Clerk's Files

F.06.01.02

Originator's
Files

B-97

18

MAY 17 1989

OPERATIONS/WORKS

DATE: May 8, 1989

TO: CHAIRMAN AND MEMBERS OF THE
OPERATIONS AND WORKS COMMITTEE

FROM: Bruce E. Thom, Q.C., City Solicitor

SUBJECT: Fine for unauthorized parking of motor vehicle in designated
Handicapped Parking Space

ORIGIN: Operations and Works Committee
November 15, 1988.

BACKGROUND: On November 28, 1988 By-law 765-88 being a by-law to amend By-law 134-83, The Handicapped Parking By-law, was enacted and passed. The purpose of the By-law was to increase the amount of fine a person convicted for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space would be liable to pay. The By-law increased the minimum and the maximum fine which would be levied against a defendant upon a conviction being registered. On January 25, 1989 the material required to have the set fine determined by the Chief Judge was forwarded to the Ministry of the Attorney General. On February 15, 1989 the Legal Department received a response from the Ministry indicating that By-law 765-88 was not acceptable in its present form. At this time all the materials were returned to the City.

COMMENTS: The Ministry of the Attorney General's office was of the opinion that there were two problems with the By-law as submitted. The first problem was concerned with the fact the suggested set fine of \$100.00 was identical to the maximum penalty provided for in the amended subsection 9(a). Ms. Sheilagh Stewart, Counsel for the Ministry, indicated in her letter that this was inappropriate. Ms. Stewart advised the Legal Department that the set fine is intended to be an amount somewhat above the minimum as it represents the fine for the average offender in the average circumstances. Ms. Stewart also suggested that the small range of fine, i.e. \$75.00 to \$100.00, fetters the discretion of the Chief Judge to establish the set fine.

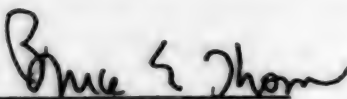
May 8, 1989

18(a)

Furthermore as the Chief Judge sets the set fine rather than approving the set fine section 3 of the By-law incorrectly refers to receiving approval of the Chief Judge of the set fine.

The Legal Department has now received additional input from the Ministry's legal counsel and our proposed redraft appears to be in order. A final response, however, from the Ministry can only be obtained once the full application has been submitted for the Ministry's review and scrutinization of the Chief Judge. In any event, it will still apparently take until October 1, 1989 before the Ministry can process the paperwork and have the by-law amendment in effect.

- RECOMMENDATION:
1. a) That By-law 765-88 be repealed.
 - b) That By-law 134-83, as amended, be further amended to increase the amount of fines payable upon conviction for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space. The maximum fine is to be increased from \$75.00 to \$150.00 and payment out of court within 10 days will cost \$75.00.
 - c) That \$100.00 be recommended to the Chief Judge as the amount to be established as the set fine for the offence.


Bruce E. Thom, Q.C.
City Solicitor

JB:mlk
147a



Corporate Report

Received by
Clerk's Dept.

Clerk's Files B.06.02

Originator's
Files

19

OPERATIONS/WORKS MAY 17 1989

DATE: April 26, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
City Clerk
SUBJECT: Quit Claim of Temporary Working Easement in favour of John
McLennan Limited, Part 3, Plan 43R-8804.

ORIGIN: Grant of Permanent and Temporary Easements to the City of
Mississauga registered April 14, 1981 as Instrument No. 575350.

COMMENTS: The City acquired for storm sewer purposes a 6 m (approx. 20 ft.)
wide permanent easement draining into the Etobicoke Creek
described as Part 2 on Plan 43R-8804. In connection with the
permanent easement, the City was also conveyed a temporary
11.68 m (approx. 38 ft.) construction easement described as Part 3
on Plan 43R-8804.

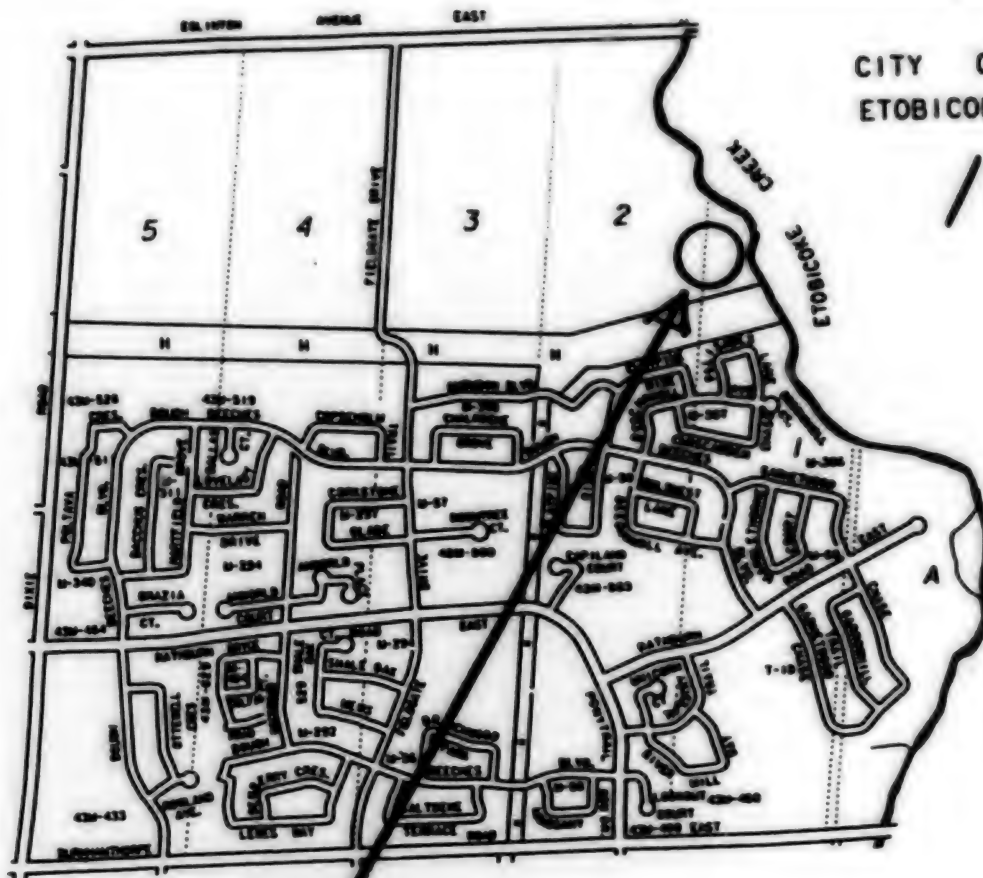
The easements were conveyed to the City by John McLennan
Limited as Instrument No. 575350. John McLennan Limited has
requested the City to consider quit claiming the temporary
working easement described as Part 3 on Plan 43R-8804.

The Public Works Department have reviewed the request and are
in favour of granting a quit claim of the temporary easement (Part
3, Plan 43R-8804), as the construction associated with the
permanent easement (Part 2, Plan 43R-8804) has been completed.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Quit Claim in favour of John McLennan Limited for a temporary
working easement described as Instrument No. 575350, registered
April 14, 1981 as Part 3 on deposited Reference Plan 43R-8804.

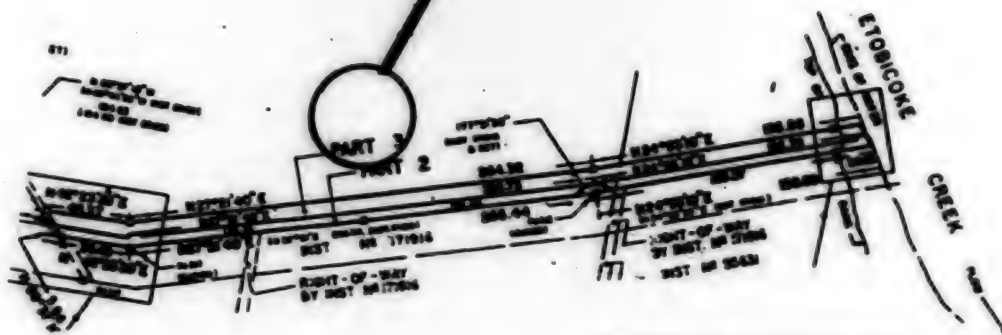
Terence L. Julian
City Clerk

ARR
PJS:mc



CITY OF
ETOBICOKE

19(a)



MISSISSAUGA
Clerk's Department
Realty Services



Quit Claim of Temporary Working Easement
Part 3, Plan 43R-8804

FILE No. B.06.02



Corporate Report

Received by
Clerk's Dept.

Clerk's File M-435

Originator's
File

20
OPERATIONS/WORKS MAY 17 1989

DATE: April 12, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
City Clerk
SUBJECT: Quit Claim of Municipal Easement as set out in Instrument
356155, Parts 9 & 10, Plan 43R-9577.

ORIGIN: Memorandum of February 10, 1989 from the Public Works
Department.

COMMENTS: The City of Mississauga as a condition of development of Plan
43M-435 was conveyed a municipal storm sewer easement
registered as Instrument 356155 by Nu West Group Limited and
Carma Developers Ltd.

The easement over parts of Lots 63 and 64 described as Parts 9
and 10 on Plan 43R-9577 was installed to drain storm water from
Tomken Road to a hook up on Lorimar Drive. As Tomken Road is
now serviced by a separate drainage system, it is in order to
proceed to release and abandon the aforesaid described easement
to Flalkov Enterprises Limited and R. Blankenstein Enterprises
Limited.

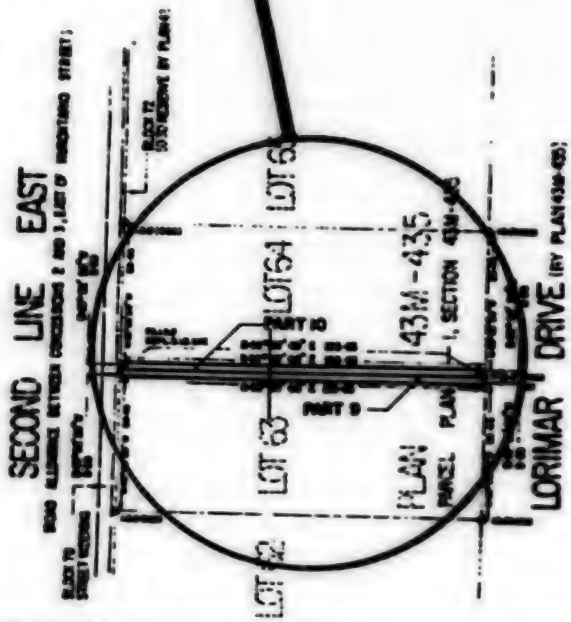
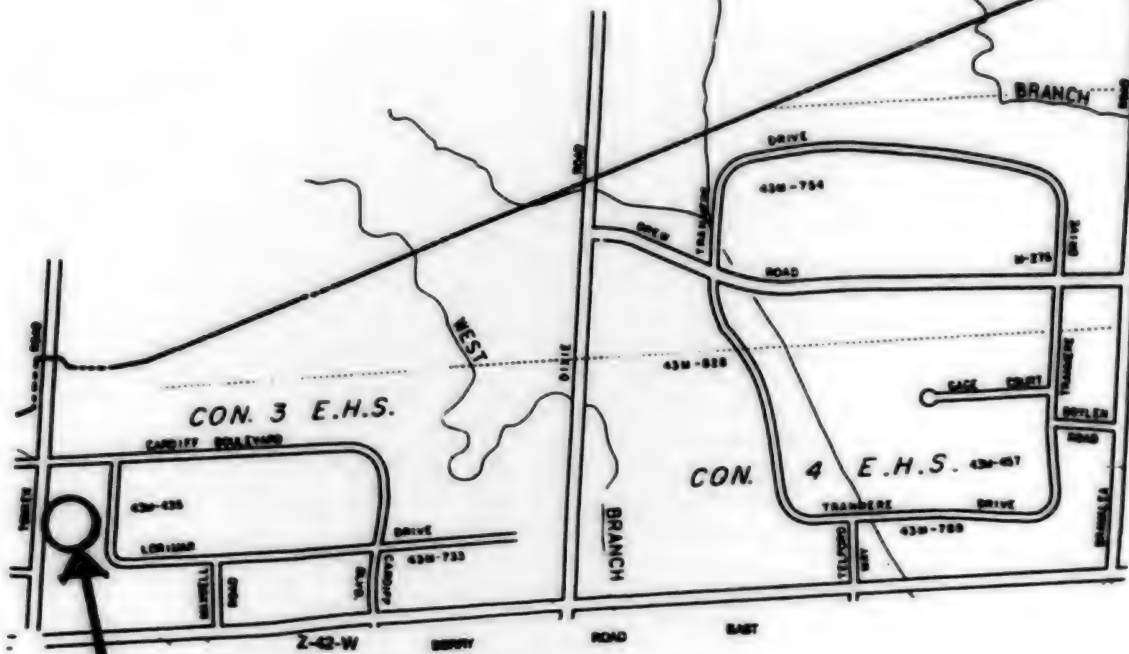
RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Quit Claim of easement described in Instrument 356155 as Parts 9
and 10 on Plan 43R-9577 in favour of Flalkov Enterprises Limited
and R. Blankenstein Enterprises Limited, each as to an undivided
50% interest.

Terence L. Julian
City Clerk

PJS:mc

CITY OF BRAMPTON

20(a)



MISSISSAUGA
Clerk's Department
Realty Services



Quit Claim of Municipal Easement
Parts 9 & 10, Plan 43R-9577

FILE No. M-435



Corporate Report

21

OPERATIONS/WORKS ~~MAY 17 1989~~

Received by
Clerk's Dept.

Clerk's File E.02.07.01 (R)

Originator's
File

DATE: May 1, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
City Clerk
SUBJECT: Encroachment Agreement on a municipal highway for property
located at 2300 Eglinton Avenue West.

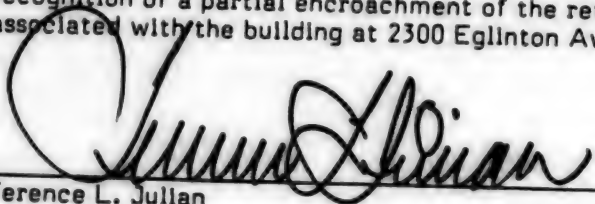
ORIGIN: Legal Survey prepared by Duncan Ashworth Surveying Ltd. for
property located at 2300 Eglinton Avenue West.

BACKGROUND: Site Plan Approval process for the Credit Valley Professional
Building situated at 2300 Eglinton Avenue West.

COMMENTS: In the course of processing municipal site plan approval for the
Credit Valley Professional Building, it became apparent as a result
of a legal survey that part of a concrete block retaining wall was
encroaching on the municipal highway. The extent of the
encroachment is approximately 0.21 m (0.68 ft.).

As the encroachment does not constitute a traffic hazard, the
Public Works Department has no objection to the encroachment on
Eglinton Avenue West provided that an appropriate
Indemnification Agreement is entered into by the owners of #2300
Eglinton Avenue West.

RECOMMENDATION: That a by-law be enacted authorizing execution by the City of an
Encroachment, Indemnity and Release Agreement dated April 25,
1989 submitted by the Credit Valley Professional Building Inc., in
recognition of a partial encroachment of the retaining wall
associated with the building at 2300 Eglinton Avenue West.


Terence L. Julian
City Clerk


PJS:mc



Corporate Report

item 23

Received by
Clerk's Dept.

Clerk's Files

OPERATIONS/WORKS MAY 17 1989

Originator's
Files

CR-89-01-01

DATE: April 18, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: Wm P. Taylor, P. Eng., Commissioner,
Public Works Department
SUBJECT: Provincial Bingo Lottery Applications

ORIGIN: Public Works Department

BACKGROUND: During 1983, under the direction of City Council an Ad-Hoc bingo committee was set up to review the overall bingo policies and bingo operations being conducted within the City and to make recommendations for equality within the industry.

The Ad-Hoc committee made a number of recommendations to City Council, which were adopted through the enactment of Resolution 673-83. (See Appendix 2.)

Paragraph (c) of the Resolution 673-83 was a recommendation made in an effort to maintain equal competition between the existing and any future charitable groups operating bingo events within the City of Mississauga.

Paragraph (d) of Resolution 673-83 was a recommendation made in an effort to ensure that the attendance at bingo events was at an acceptable capacity, before the issuance of additional licences would be considered.

Paragraph (d) of Resolution 673-83 was deleted on June 29, 1987 at the request of the sponsor groups who are now applying for Provincial Licences.

/continued...

PRESENT STATUS:

In January 1988, Municipal Bingo Lottery Licences with a prize structure of \$3,500.00 were issued under approval of City Council to seventeen (17) organizations to conduct bingo events each evening between 7:00 p.m. and 11:00 p.m., for a six month trial period in the Bingo City Hall at 60 Dundas Street East, Mississauga.

In July 1988, the licences were renewed on approval by City Council for an additional six months. Between July and November 1988, additional organizations applied for, were approved and issued Municipal Bingo Licences to operate late night events and matinee events on weekends.

As of December 1988, there have been sixteen (16) events operated in the Hall each week.

The seventeen (17) organizations that operate evening events between 7:00 p.m. and 11:00 p.m. have filed applications for Provincial Lottery Licences with a prize structure of \$4,500.00 per event.

COMMENTS:

Appendix 1 provides a list of charitable organizations that conduct Municipal Bingo Lottery events and are now applying for Provincial Bingo Lottery Licences to operate evening events at the Bingo City Hall, 60 Dundas Street East, Mississauga.

On receipt of the applications, each of the organizations was informed by letter dated February 21, 1989, that City Council Resolution #673-83 adopted on October 31, 1983, Paragraph (c) states:

"That all applicants be advised that the City of Mississauga will recommend against the issuance of Provincial Bingo Lottery Licences except to Provincial licensees of record that have operated a bingo in Mississauga for not less than four (4) years prior to this date and except where the applicant shall be a replacement of a licensee currently operating in a Provincially licensed location."

Since notification of the existing Council Resolution, none of the applicant organizations have made an attempt to have the Council Resolution amended.

/continued...

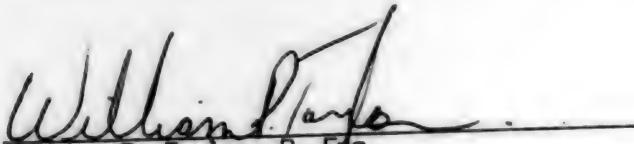
CONCLUSION:

It is concluded that the organizations are applying for Provincial Lottery Licences so that they can offer larger prize structures in an attempt to attract more bingo players to attend their events.

It is further concluded that the applicant organizations have not made any submissions to have paragraph 'c' of Resolution #673-83 amended or rescinded, therefore the requirements are still in effect.

RECOMMENDATION:

That the Minister of Consumer & Commercial Relations be advised that the City of Mississauga recommends against the issuance of Provincial Bingo Lottery Licences to the applicant organizations as set out in Appendix A.


William P. Taylor, P. Eng.
Commissioner, PUBLIC WORKS

MOB/ab *1006*

attach.

Municipal Bingo Lottery Licence Holders Within the City of Mississauga
Bingo City Hall, 60 Dundas Street East, Mississauga

<u>ORGANIZATION</u>	<u>FREQUENCY</u>	<u>EVENT</u>
ALPHA EPSILON SERVICE CLUB c/o 2204 - 3640 Kaneff Cres.	Wednesday 4 week cycle	Evenings
CANADIAN SPECTRUM MULTICULTURAL COMMUNITY GROUP #6 - 190 Britannia Road East	Thursday 4 week cycle	Evenings
CREDIT VALLEY CIVITAN CLUB Box 972, Streetsville P.O.	Monday 2 week cycle	Evenings
C.S. HOSPITAL FUNDRAISING GROUP OF MISSISSAUGA c/o #6 - 190 Britannia Rd. East	Monday 2 week cycle	Evenings
CULTURE PHILIPPINES 2687 Kingsberry Cres.	Saturday	Evenings
DON ROWING CLUB P.O. Box 172, 29 Front St. N.	Thursday 4 week cycle	Evenings
ERIN MILLS LITTLE LEAGUE BASEBALL ASSOC. 1730 Fifeshire Court	Monday 2 week cycle	Evenings
HOSPICE OF PEEL INC. 1299 Kamato Road	Sunday 4 week cycle	Evenings
KINSMEN CLUB OF MISSISSAUGA P.O. Box 346, Stn. A	Sunday 2 week cycle	Evenings
KIWANIS CLUB OF MISSISSAUGA SOUTH P.O. Box 353, Clarkson P.O.	Tuesday 2 week cycle	Evenings
MISSISSAUGA BLACK HAWKS HOCKEY CLUB 3560 Kaneff Cres. #2204	Saturday Sunday	Evenings
MISSISSAUGA BRAVES HOCKEY ASSOC. 2516 Parmeer Drive	Wednesday 2 week cycle	Evenings

/continued...

Municipal Bingo Lottery Licence Holders Within the City of Mississauga

Bingo City Hall, 60 Dundas Street East, Mississauga

<u>ORGANIZATION</u>	<u>FREQUENCY</u>	<u>EVENT</u>
MISSISSAUGA JETS HOCKEY ASSOC. 3796 Wyewood Road	Thursday 4 week cycle Saturday 4 week cycle	Evenings Evenings
MISSISSAUGA NORTH STARS MINOR HOCKEY CLUB c/o 3655 Belvedere Cres.	Friday 2 week cycle	Evenings
MISSISSAUGA REPS HOCKEY CLUB 236 Wellesworth Drive	Sunday 4 week cycle	Evenings
MISSISSAUGA SKATING CLUB 1027 Flagship Drive	Thursday 4 week cycle Saturday 4 week cycle	Evenings Evenings
WESTERN ONTARIO DIVISION CANADIAN CANOE ASSOC. c/o #801 - 1271 Walden Cir.	Friday 2 week cycle	Evenings

36-7
October 31, 19833. RESOLUTIONS CONTINUED

672-83 Moved by: S. Mahoney

Seconded by: T. Southorn

That the bingo lottery licences issued to sponsors formerly operating at the Diamond Bingo Hall, 2273 Dundas Street West, i.e. Erin Mills Little League Baseball Association, Kinsmen & Kinetite Club of Erin Mills, Meadowvale Concert Band Incorp., Mississauga Black Hawks, Mississauga Soccer Club, Panhellenic Canadian Community Centre and Rotary Clubs of Mississauga, be extended to December 31, 1983.

A recorded vote was requested with respect to Resolution 672-83, the results of which are as follows:

THOSE IN FAVOUR OF MOTION

D. Cook
S. Mahoney
T. Southorn

THOSE OPPOSED TO MOTION

H. Kennedy
M. Marland
R. Skjarum
L. Taylor
Mayor H. McCallion
F. McKechnie
D. Culham

LOST 7-3

L.02.02

NOTE: Following the reading of the following motion, Councillor M. Marland moved, and Councillor H. Kennedy seconded, that Section (b)(i) be amended to provide that an applicant, if not based in Mississauga ... will expend at least 1/3 of the funds to be raised in the period January 1 through June 30, 1984, and 2/3 of the funds to be raised in the period July 1 through December 31, 1984, in a way which directly benefits the City of Mississauga. Councillor D. Culham then moved, and Councillor D. Cook seconded, to refer this amendment to the By-law Committee. The vote was called on the amendment proposed by Councillor Marland - this amendment LOST. The original motion was then reread and voted on.

673-83 Moved by: L. Taylor

Seconded by: T. Southorn

That the following be the policy of the City of Mississauga regarding the issuance and renewal of bingo lottery licences:

(a) Any applicant for a bingo lottery licence shall comply with:-

- (i) The Province of Ontario's Order-in-Council 274/70,
- (ii) The City of Mississauga's interpretation of the Ministry of Consumer & Commercial Relations of Ontario's directive entitled "Terms and Conditions under which the Bingo Lottery Licence is issued".

(b) Any applicant shall:

- (i) be based in the City of Mississauga and able to show that the funds to be derived from the bingo events are to be spent in a way that will benefit the community,

3. RESOLUTIONS CONTINUED

Resolution 673-83 continued

- OR, if not based in Mississauga, able to show that it has been continuously licensed to operate bingos in Mississauga for at least four (4) years prior to the date of application and will expend at least one-third (1/3) of the funds to be raised in a way which directly benefits the City of Mississauga.
- (ii) be affiliated with the City of Mississauga Recreation & Parks Department if an organization is devoted to the furtherance of recreation or sporting activities,
OR, if not affiliated with the City of Mississauga Recreation & Parks Department, be able to show that it provides a service to and is a benefit to the community of the City of Mississauga.
 - (iii) have been in existence and active as a properly constituted organization for a period of at least two (2) years prior to date of application and be able to satisfy the Licensing Officer of the City of Mississauga of its stability as an organization.
 - (iv) satisfy the Licensing Officer of the City of Mississauga that it has an active membership sufficiently large to provide the necessary manpower to manage the events applied for.
 - (v) if requested to do so by the Licensing Officer, file with the City of Mississauga an irrevocable Letter of Credit from a bank or other financial institution guaranteeing that sufficient funds will be paid to cover the costs of the prize structure for the events applied for.
 - (vi) be prepared to submit a statement at the conclusion of the licence period showing how the funds raised through the bingo lottery have been dispersed.
 - (vii) be prepared to hold the bingo event on such day of the week as designated by Council. (This policy shall not apply to licencees of record that have operated a bingo in Mississauga on a specific night within the last four (4) years of this date.)
 - (viii) not be permitted to operate more than an average of one bingo event per week. (This policy shall not apply to licencees of record that have operated a bingo in Mississauga two (2) nights a week for not less than four (4) years prior to this date.)
- That all applicants be advised that the City of Mississauga will recommend against the issuance of Provincial Bingo Lottery Licences except to Provincial licencees of record that have operated a bingo in Mississauga for not less than four (4) years prior to this date and except where the applicant shall be a replacement of a licencee currently operating in a Provincially licensed location.
- (d) That, other than aforementioned, new licences be issued only where the applicant(s) are applying to operate a bingo on a night when all other bingo events in Mississauga have been operating on average for the previous twelve month period at 75% or more of the banquet hall capacity, as set out in the Public Hall Licences issued by the City of Mississauga.

36-9
October 31, 1983

3. RESOLUTIONS CONTINUED

Resolution 673-83 continued

A recorded vote was requested with respect to Resolution 673-83, the results of which are as follows:

<u>THOSE IN FAVOUR OF MOTION</u>	<u>THOSE OPPOSED TO MOTION</u>
H. Kennedy	S. Mahoney
M. Marland	
R. Skjarum	
L. Taylor	
Mayor H. McCallion	
F. McKechnie	
D. Culham	
D. Cook	
T. Southorn	

CARRIED 9-1

L.02.02

674-83 Moved by: T. Southorn

Seconded by: S. Mahoney

That the Ad Hoc Bingo Lottery Licensing Committee be reestablished to be on standby to meet at any time when necessary, and particularly to meet once a year in September to review the operation of bingos for the current year with a view to making recommendations to Council prior to November 1st on the issuance of bingo lottery licences for the following year.

A recorded vote was requested with respect to Resolution 674-83, the results of which are as follows:

<u>THOSE IN FAVOUR OF MOTION</u>	<u>THOSE OPPOSED TO MOTION</u>
H. Kennedy	Nil
M. Marland	
R. Skjarum	
L. Taylor	
Mayor H. McCallion	
F. McKechnie	
D. Culham	
D. Cook	
S. Mahoney	
T. Southorn	

CARRIED 10-0

L.02.02



City of Mississauga

MEMORANDUM

W. P. Taylor, Commissioner

From L. M. McGillivray

Engineering & Works

Deputy City Clerk

June 30, 1987

Re: Bingo Lottery Licences
File: L.02.02

Pursuant to your reports dated June 10, 1987 and June 25, 1987, this will confirm that Council, at its special meeting held on Monday, June 29, 1987, adopted the following resolution:

- 303-87
- THAT Resolution 673-83 (October 31, 1983) be amended by deleting paragraph (d) and that requests for new bingo hall openings be permitted;
 - (b) THAT the opening of a new hall be supported on a short term basis, i.e. six month trial period with a provision that the terms and conditions relating to administration and profit percentages are being met at the expiration of the six (6) month test period;
 - (c) THAT the schedule of dates for each sponsor group's operation be on a rotating basis and meets the approval of sponsor groups and the Lottery Licencing Officer for the City of Mississauga;
 - (d) THAT the Bingo Lottery Applications be brought before Council at a later date for approval, pending further investigation by staff into the eligibility of the applicant's organization.
 - (e) AND THAT there be no restrictions on the hours of operation.

L. M. McGillivray

pu L. M. McGillivray
Deputy City Clerk

/dp

cc: ✓ G. Burch, Director of By-Law Enforcement & Licencing
B. Thom, City Solicitor

ENGINEERING & WORKS DEPARTMENT	
RECEIVED FILE	
JUL - 2 1987	
By	Date
<i>APP</i>	<i>July 3/87</i>

PUBLIC WORKS DEPARTMENT	
RECEIVED FILE	
MAY 0 1 1989	
By	Date
<i>Watt B</i>	<i>APP</i>

CITY OF MISSISSAUGA

MINUTES

MEETING TEN EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, MAY 17, 1989, 9:00 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca (Chair)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Millin
Mayor H. McCallion

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Tayler, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 17, 1989

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.02.03.02.18	North-South Arterial Road in the Vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre
2.	A.02.03.02.18	South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre
3.	A.02.03.02.20	Preliminary Design for the Rehabilitation and Expansion of the Mississauga QEW Freeway Traffic Management System - Royal Windsor Drive to Humber River
4.	M-0301	Assumption of Municipal Works - Mississauga Golf Club Estates
5.	M-0668	Assumption of Municipal Works - Cullen Avenue Subdivision
6.	M-0300	Assumption of Municipal Works - Thompson Estates Limited
7.	M-0503	Assumption of Municipal Works - Goldmerix Subdivision
8.	M-0525	Assumption of Municipal Works - Marpal Subdivision
9.	M-0602	Assumption of Municipal Works - Erin Mills Neighbourhood 503B
10.	OZ/18/82	Assumption of Municipal Works - Fortissimo Investments Limited
11.	F.06.02.01	Traffic Signals - Burnhamthorpe Road at Promontory Drive/Crescent
12.	F.02.01	Repaving Dunmow Crescent
13.	F.02.04.01	Bread and Honey 15 km Road Race
14.	F.02.04.02	Rathburn Road - Parking Prohibitions
15.	F.06.04.05	All-Way Stop - Winfield Terrace/Westbourne Terrace

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 17, 1989

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|-----|--------------------------|---|
| 16. | F.06.04.05
J.05.89043 | Traffic Concerns - Burnhamthorpe Road/Colonial Drive |
| 17. | F.06.04.02 | Traffic Concerns - Applewood Road |
| 18. | F.06.01.02 | Fines for Unauthorized Parking of Motor Vehicles in
Designated Handicapped Parking Space |
| 19. | B.06.02 | Quit Claim of Temporary Working Easement - John
McLennan Limited |
| 20. | M-435 | Quit Claim of Municipal Easement - Flalkov Enterprises
Limited/R. Blankenstein Enterprises Limited |
| 21. | E.02.07.01(R) | Encroachment Agreement - 2300 Eglinton Avenue West |
| 22. | A.03.04.01 | Public Vehicle Authority - May 9, 1989 |
| 23. | A.03.07.10 | Bingo City Hall - Applications for Provincial Bingo Lottery
License |

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

- A. Mr. Ian Williams, M. M. Dillon Limited - North-South Arterial Road in the vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre.
A.02.03.02.18
SEE ITEM 1
- B. Mr. John Southern, McCormick, Rankin - South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre.
A.02.03.02.18
SEE ITEM 2
- C. Messrs. Joe Bucit, Ministry of Transportation Ontario and Neil Ahmed, Fenco Engineers Inc. - Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River.
A.02.03.02.20
SEE ITEM 3
- D. Mrs. Pat Tanaka, Kingsbridge Heritage Hills Community Association.
F.06.04.05
SEE ITEM 15
- E. P.R. Knubley, representing the Kiwanis Club of Mississauga South and Treasurer of the Bingo City Hall Sponsors Association.
A.03.07.10
SEE ITEM 23

MATTERS CONSIDERED:

1. Report dated May 4, 1989 from the Commissioner of Public Works with respect to the North-South Arterial Road in the Vicinity of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive - Public Information Centre.

The rapidly increasing levels of industrial development in the area generally bounded by Eglinton Avenue, Highway 403/410, the North City Limits, and the Etobicoke Creek has led to significant traffic congestion in the area. The deteriorating level of service on Dixie Road and the Highway 401/Dixie Road Interchange is symptomatic of these problems. Business representatives in the area have on various occasions, requested that the City take steps to relieve this situation.

The desirability of providing another North-South Arterial Roadway, crossing Highway 401 at some location east of Dixie Road, has been identified several times in the past. Most recently, this need was reconfirmed during the planning studies of the Highway 403 Arterial Road Extension Project. Consequently, in the spring of 1988 City Council authorized the Public Works Department to proceed with a planning study for the new arterial roadway, and the firm of M.M. Dillon Limited was engaged to carry out the project.

The Ministry of Transportation have agreed with the need for the Study and to providing 75% subsidy for the Study cost.

1. RELATIONSHIP TO THE HIGHWAY 403 ARTERIAL ROAD PROJECT

It is desirable that any new north-south arterial roadway, north of Eglinton Avenue, should connect to the planned Highway 403 Arterial Roadway, south of Eglinton Avenue. Consequently, the alignment for the North-South Arterial Roadway between Fieldgate Drive and Eglinton Avenue is dependent on the preferred alignment for the North-South Arterial Road, north of Eglinton Avenue. In view of this, at its meeting on October 25, 1988, City Council in approving plans for the Highway 403 Arterial Roadway from Cawthra Road to Fieldgate Drive, deferred a decision on the preferred alignment for the roadway between Fieldgate Drive and Eglinton, pending the outcome of the study into the North-South Roadway north of Eglinton Avenue.

Recently, the Ministry of Transportation of Ontario have suggested that funds may be available in 1990 to subsidize the construction of Highway 403 Arterial Roadway between Dixie Road and Eglinton Avenue. Consequently, it is now important to resolve the alignment of the Arterial Roadway, between Fieldgate Drive and Eglinton Avenue, in order that detailed design can proceed to allow a start on construction in 1990.

2. POSSIBLE HIGHWAY 401 INTERCHANGE

A major factor bearing on this project is whether or not the new arterial roadway should connect to Highway 401. By correspondence the Ministry of Transportation recently informed the Public Works Department that from the Provincial perspective there is no Provincial need or justification for the interchange and that the study should not include a review of an interchange at Highway 401. The City study is, therefore now proceeding on the assumption that the North-South Arterial Roadway will not interchange with Highway 401, although the Roadway will cross Highway 401.

In addition to the Highway 401 Interchange Issue, the following are major factors currently being addressed by the Study:

- the possible use of widened existing roadways as components of the North-South Arterial;
- Impacts on the natural environmental features of the Etobicoke Creek;
- hydraulic concern at possible Etobicoke Creek crossing points;
- very significant constraints on alternative alignments and profiles created by the proximity to Pearson International Airport and related features, such as navigational aids and flight-line controls.

3. COMMUNITY ADVISORY COMMITTEE

During the Highway 403 Arterial Road Planning studies, the Study Team worked closely with a Community Advisory Committee. This Committee is also playing a similar role in the planning study for the North-South Arterial Roadway. The general progress of the North-South Arterial Road project has been discussed at Community Advisory Committee meetings in January, April and May of 1989.

4. SCHEDULE

To-date the Study Team have held several meetings with agencies, who have major inputs to the Study (including, Transport Canada, Ministry of Transportation, Conservation Authority, Ministry of Natural Resources). A long list of possible alignment alternatives have also been identified and subsequently screened to a short list of feasible alternatives.

At present, it is planned that the first Public Information Centre for the project will be held on June 1, 1989, at the Glenforest Secondary School. At that time the feasible alignment alternatives will be presented, together with information on the need and justification for the project. The Information Centre will be advertised in the Mississauga News and notices will be hand distributed to local residents.

It is anticipated that the preferred plan will be presented at a second Public Information Centre in the Fall, with a recommended plan being submitted to Operations and Works Committee and then Council, shortly thereafter.

As noted previously, Provincial funds for cost sharing of the construction of the section of the Highway 403 Arterial Roadway between Dixie Road and Eglinton Avenue may be available in 1990. Consequently, it is planned that the recommended alignment of the North-South component between Fieldgate Drive through Eglinton Avenue, to Highway 401 will be recommended to Council by the Fall of this year.

A presentation will be made at the May 17, 1989 Operations and Works Committee regarding the planning study. In addition, the various roadway alignments which will be shown at the June 1, 1989 Public Information Centre will be available for review.

The planning for the North-South Arterial Road from south of Eglinton Avenue to Courtneypark Drive is proceeding and a presentation of study progress is appropriate at the May 17, 1989 meeting of the Operation and Works Committee.

RECOMMENDATION:

That the report of the Commissioner of Public Works dated May 4, 1989, with respect to the North-South Arterial Road west of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive be received for information.

Mr. Ian Williams presented details of the project and the report and responded to questions from the Committee. Mr. Williams advised that as of last Thursday the Minister of Transportation requested that the possibility of an interchange at the new north-south arterial and the 401 be included as part of the study.

A.02.03.02.18

Received

See Recommendation OW-170-89 (F. McKechnie)

2. Report dated May 3, 1989 from the Commissioner of Public Works with respect to the South Highway 403 Service Road and City Centre Bus Terminal and Busway Study - Public Information Centre.

Previous work has established the transportation needs, recommended infrastructure concepts, and general location of both the South Highway 403 Service Road and the Busway and Bus Terminal in the City Centre area. This work has been documented and received by Council previously, in the forms of the Mississauga Transportation Study, the City Centre Transportation Plan and the Highway 403/Mississauga City Centre Feasibility Study.

In the past year, a number of developments have spurred the need to begin planning these transportation facilities in greater detail. The City Centre Secondary Plan is undergoing major revisions leading to a significant increase in the number of jobs contemplated in the City Centre from 65,000 to 110,000. Secondly, development is occurring at a rapid rate in the City Centre area and it is necessary to develop plans for the locations of the above noted facilities in order to allow property protection to take place. It is noted that blocks of land have been identified in the Hammerson draft plan of subdivision for protection for a period of time.

The above noted two studies were initiated by the City of Mississauga in late 1988 as further steps in the planning transportation facilities for the City Centre area.

The purposes of the two studies are therefore as follows: for the Busway and Bus Terminal Study, "to identify the busway/transit terminal/gateway needs within the City Centre and to develop functional plans and property plans to enable implementation of the Secondary Plan and future development of the City Centre," and for the South Highway 403 Service Road, to determine its preliminary design to identify property requirements.

The specific concept being considered for the South Highway 403 Service Road is that identified as preferred in a previous transportation review of City Centre development (Highway 403/Mississauga City Centre Feasibility Study), being a two-way collector roadway immediately south of and adjacent to Highway 403 between Mavis and Hurontario Street. Effort in the Busway study is focussed on determining the alignment and station needs with the City Centre itself, based on the Rathurn Road corridor concept previously recommended in the City Centre Transportation Plan.

Both studies are being carried out simultaneously under the direction of a common Technical Coordinating Committee with representatives of the Public Works, Planning and Building and Transit Departments, the Ministry of Transportation, and Hammerson Limited.

At this point, the planning background and a number of alternative road alignments are ready to be shown to the Public. To this end it is planned to conduct a Public Information Centre on June 7, 1989. The Information Centre will be advertised in the Mississauga News and notices will be hand distributed to local residents.

With resultant input from the Public, further detailing and preliminary design work on both the South Highway 403 Service Road and the Busway Terminal in the City Centre area will be carried out over the summer months. A preferred roadway alignment and Busway Terminal plans will be available for public comment in the fall. It is planned that a recommended plan can be submitted to Operations and Works Committee and Council shortly thereafter.

A presentation will be made at the May 17, 1989 Operations and Works Committee regarding the planning study. In addition, the various roadway alignments which will be shown at the June 7, 1989 Public Information Centre will be available for review.

The planning for the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre are proceeding and a presentation of study progress is appropriate at the May 17, 1989 meeting of the Operations and Works Committee.

RECOMMENDATION:

That the report of the Commissioner of Public Works dated May 3, 1989, with respect to the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre be received for information.

May 17, 1989

Mr. Southern, the City's consultants, provided an extensive presentation and responded to questions from Committee Members.

A.02.03.02.18

Received

See Recommendation DW-171-89 (D. Culham)

3.

Report dated May 11, 1989 from the Commissioner of Public Works with respect to the Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River.

The Ministry of Transportation Ontario is finalizing the preliminary design for the rehabilitation and expansion of the Mississauga Q.E.W. Freeway Traffic Management System. The design is essentially complete and project implementation is scheduled to start in 1995. The Ministry of Transportation Ontario is now soliciting comments from various agencies affected by this project.

Staff of the Public Works Department have participated in the preliminary design study by attending External Team meetings. The purpose of the study was to design the upgrading and expansion of the existing Q.E.W. Freeway Traffic Management System. The existing system hardware due to age will require replacement. The present system includes ramp metering, changeable message signs and T.V. surveillance. The upgraded system will include an expansion of the number of interchanges with ramp metering and a more sophisticated changeable message and T.V. surveillance system.

The Ministry of Transportation Ontario will be making a presentation at the Operations and Works Committee on May 17, 1989 to present the proposed Freeway Traffic Management System configuration, its features and its benefits to the community. Ministry staff will be available to answer any questions the Committee may have regarding this project.

The Ministry of Transportation Ontario is finalizing the preliminary design for the rehabilitation and expansion of the Mississauga Freeway Traffic Management System. The design is essentially complete and project implementation is scheduled to start in 1995. A presentation will be made by Ministry staff on the proposed Freeway Traffic Management System configuration, its features and its benefits to the community.

RECOMMENDATION:

That the report from the Commissioner of Public Works dated May 11, 1989 with respect to the Preliminary Design for the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River be received for information.

Mr. Bucit, a Ministry Staff Member, introduced the project, and the Province's Consultant, Mr. Ahmed, who presented the details of the project.

Members of Committee expressed concern that the Province has budgeted \$19.5 Million for this project but has not established an implementation plan. The Mayor pointed out that the City has requested funding for numerous projects and the expediting of others and the Province has responded in the negative. Further, it seems rather premature to hold public meetings in 1989 for a project that will not commence until 1995 at the earliest. The Mayor recommended that the Minister of Transportation be advised of the City's concern and that if the public meetings proceed that they be held by the Mississauga M.P.P.'s so that they will be present to answer the residents questions and concerns about Provincial funding and its priorities.

A.02.03.02.20

See Recommendation OW-172-89 (H. McCallion)

4. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Mississauga Golf Club Estates, Registered Plan 43M-301, located north of the Queen Elizabeth highway and south of Mississauga Road.

The subject development consists of twenty-three (23) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$32,632.74 should be released to the developer, Birchleaf Developments Limited.

It is concluded that, since the developer has complied with all of the requirements of servicing of the Engineering Agreement, the City should assume the municipal works and release all the remaining securities for the subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Birchleaf Developments Limited, Registered Plan 43M-301, located north of the Queen Elizabeth Highway and south of Mississauga Road.
- (b) That the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-301 (currently valued at \$32,632.74) be returned to the developer, Birchleaf Developments Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-301 as public highway and part of the municipal system of the City of Mississauga.

M-0301

Approved

See Recommendation OW-173-89 (H. McCallion)

May 17, 1989

5. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Cullen Avenue Subdivision, Registered Plan 43M-668, located north of the Queensway West and east of Mavis Road.

The subject development consists of fourteen (14) residential lots. As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$51,301.75 should be released to the developer, Gardi Construction Limited.

It is concluded that since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for this subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Gardi Construction Limited, Registered Plan 43M-668, located north of the Queensway West and east of Mavis Road.
- (b) That Letter of Credit securing the Servicing Agreement for Registered Plan 43M-668 (currently valued at \$51,301.75) be returned to the developer, Gardi Construction Limited.
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-668 as public highway and part of the municipal system of the City of Mississauga.

M-0668

Approved

See Recommendation OW-174-89 (D. Culham)

6. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Thompson Estates Limited, Registered Plan 43M-300, located north of the Queen Elizabeth Highway and south of Mississauga Road.

The subject development consists of fifty (50) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$45,509.89 should be released to the developer, Anon Investments Limited.

It is concluded that, since the developer has complied with all of the requirements of the Engineering Agreement, the City should assume the municipal works and release all the remaining securities for this subdivision.

May 17, 1989

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503B, Registered Plans 43M-602 to 43M-606 inclusive, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-602 to 43M-606 inclusive (currently valued at \$849,638.57 and \$102,275.00) be returned to the developer, The Erin Mills Development Corporation,
- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-602 to 43M-606 inclusive as public highway and part of the municipal system of the City of Mississauga.

M-0602
M-0606

Approved

See Recommendation OW-176-89 (H. Kennedy)

10.

Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Fortissimo Investments Limited, located south of Burnhamthorpe Road West and west of Wolfedale Road.

The subject development consists of a commercial plaza. As far as the Public Works Department is concerned, the developer has complied with the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$20,890.00 should be returned to the developer, Fortissimo Investments Limited.

It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release the remaining securities for the subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Fortissimo Investments Limited, OZ 18/82, located north of Burnhamthorpe Road West and west of Wolfedale Road,
- (b) That the Letter of Credit securing the Servicing Agreement for OZ 18/82 (currently valued at \$20,890.00) be returned to the developer, Fortissimo Investments Limited.

OZ/18/82

Approved

See Recommendation OW-179-89 (H. McCallion)

May 17, 1989

8. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Marpal Subdivision, Registered Plan 43M-525, located north of Paisley Boulevard West and west of Mavis Road.

The subject development consists of thirty-three (33) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$89,997.46 should be released to the developer, Marpal Properties Limited.

It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all the remaining securities for this subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Marpal Properties Limited, Registered Plan 43M-525, located north of Paisley Boulevard West and west of Mavis Road,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-525 (currently valued at \$89,997.46) be returned to the developer, Marpal Properties Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-525 as public highway and part of the municipal system of the City of Mississauga.

M-0525

Approved

See Recommendation OW-177-89 (H. Kennedy)

9. Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Erin Mills Neighbourhood 503B, Registered Plans 43M-602 to 43M-606 inclusive, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.

The subject development consists of seven hundred and forty-nine (749) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plans. The remaining securities in the amounts of \$849,638.57 and \$102,275.00 should be released to the developer, The Erin Mills Development Corporation.

It is concluded that, since the developer has complied with all the requirements of the Servicing Agreement, the City should assume the municipal works and release the remaining securities for this subdivision.

May 17, 1989

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503B, Registered Plans 43M-602 to 43M-606 inclusive, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-602 to 43M-606 inclusive (currently valued at \$849,638.57 and \$102,275.00) be returned to the developer, The Erin Mills Development Corporation,
- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-602 to 43M-606 inclusive as public highway and part of the municipal system of the City of Mississauga.

M-0602
M-0606

Approved

See Recommendation OW-176-89 (H. Kennedy)

10.

Report dated April 27, 1989 from the Commissioner of Public Works with respect to the assumption of the municipal works for Fortissimo Investments Limited, located south of Burnhamthorpe Road West and west of Wolfedale Road.

The subject development consists of a commercial plaza. As far as the Public Works Department is concerned, the developer has complied with the requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$20,890.00 should be returned to the developer, Fortissimo Investments Limited.

It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release the remaining securities for the subdivision.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Fortissimo Investments Limited, OZ 18/82, located north of Burnhamthorpe Road West and west of Wolfedale Road,
- (b) That the Letter of Credit securing the Servicing Agreement for OZ 18/82 (currently valued at \$20,890.00) be returned to the developer, Fortissimo Investments Limited.

OZ/18/82

Approved

See Recommendation OW-179-89 (H. McCallion)

11. Report dated April 27, 1989 from the Commissioner of Public Works with respect to a request for Traffic Signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent.

This location has been reviewed in the past and most recently early this year. The Ministry of Transportation Ontario criteria is based on empirical studies that take into account such factors as: total volume at the intersection, crossing volume, side street volume and delay, pedestrian movements and turning movements. The minimum criteria established by the Ministry of Transportation Ontario is considered to be the point at which traffic signals should become a benefit to the various movements at the intersection.

With respect to accidents, the installation of signals do not necessarily reduce the number of accidents. It has been shown that in general the number of right-angle collisions are reduced, however, the number of rear end collisions increase. In the last three years there were only three reportable accidents of the type considered to be preventable by the installation of signals, for example: right-angle. Collisions such as rear end, side swipe, and loss of control, are not considered to be preventable by traffic signals.

The traffic conditions at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent are such that the minimum Ministry of Transportation Ontario criteria for the installation of traffic signals are not met.

The accident history indicates that the number of accidents that are considered to be preventable by the installation of traffic signals is low.

RECOMMENDATION:

That traffic signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent not be installed at this time as the minimum Ministry of Transportation Ontario criteria for traffic signals are not met.

Prior to the meeting, Councillor Lane requested that this matter be deferred to the next Operations and Works Committee meeting scheduled for June 7, 1989.

F.06.02.01

Deferred

See Recommendation OW-180-89 (F. McKechnie)

12. Report dated April 24, 1989 from the Commissioner of Public Works with respect to a request to repave Dunmow Crescent. The homes and the street including the final paving in this area were constructed in 1977 and 1978.

A site inspection has revealed some asphalt patching which should be repaired, but generally the street is in good condition and does not meet the City's requirements for resurfacing.

It is concluded that Dunmow Crescent does not require resurfacing at this time. Previously patched areas along the road will be repaired later this Spring.

RECOMMENDATION:

That no action be taken to include Dunmow Crescent in the resurfacing program at this time, and that Mr. M. Missar, 4188 Dunmow Crescent, Mississauga be so advised.

F.02.01

Approved

See Recommendation OW-181-89 (P. Mullin)

13. Report dated May 11, 1989 from the Commissioner of Public Works with respect to the Bread and Honey 15 km Road Race.

Mr. David Robinson, Race Director, Credit Valley Marathon Club, has requested permission to hold the 15 km Bread and Honey Festival Race on Saturday, June 3, 1989 between 8:00 a.m. and 10:00 a.m.

The report outlines the race route and advises that this year the Credit Valley Marathon Club has requested that Joymar Drive be completely closed from Tannery Street to Britannia Road between the hours of 8:00 a.m. and 10:00 a.m.. This will help to improve the level of safety for the race participants during both the start and finish. Access will be available for local residents and all residents impacted by the closure will receive an advisory notice from the applicant.

The proposed race route and the road closure have been thoroughly reviewed by the Peel Regional Police, the Public Works Department and the Credit Valley Marathon Club.

The Public Works Department will install advance notification signing for the Joymar Drive road closure. Mississauga Transit has been contacted and advised of the road restrictions. Other emergency services will be notified prior to the event. As this event will utilize a similar route as in previous years and will be assisted by the Peel Regional Police, the Public Works Department has no objection to this year's request.

RECOMMENDATION:

- (a) That a by-law be enacted to implement the closure of Joymar Drive from Tannery Street to Britannia Road West from 8:00 a.m. to 10:00 a.m. on Saturday, June 3, 1989 for the purpose of holding the annual Bread and Honey Festival 15 km road race.
- (b) That the Credit Valley Marathon Club be advised that the City of Mississauga has no objection to their request to hold the 15 km Bread and Honey Festival race subject to the following conditions:
 - (i) Completion of a road restriction permit at least five days prior to the event;

- (ii) Proof of liability insurance in the amount of at least two million dollars with the City of Mississauga named as co-insured;
- (iii) Written permission from the Region of Peel for the use of Derry Road West and Britannia Road West;
- (iv) That the applicant advise, in writing, all residents of Joymer Drive located within the closure area of the date, time and purpose of the closure.

F.02.04.01

Approved

See Recommendation OW-182-89 (F. McKechnie)

14.

Report dated April 27, 1989, from the Commissioner of Public Works regarding parking prohibitions on Rathburn Road.

Parking deficiencies identified in the Sherwoodtowne Boulevard business area have resulted in overflow parking occurring on all roadways within the business area on Shipp Drive and on Rathburn Road. The Public Works Department has been monitoring this situation for some time and has implemented a number of corner parking restrictions to ensure the protection of sight lines and to enhance transit bus movement by keeping bus stops and shelters unobstructed.

The Parking Control Section has been tagging and towing vehicles on Village Centre Place and Village Centre Court in an effort to improve traffic flow and provide access for emergency vehicles. As a result of this enforcement effort, and in view of the construction of the proposed Sherwoodtowne Boulevard connection to Hurontario Street, which will further reduce the availability of on-street parking space, Rathburn Road will undoubtedly be used extensively for on-street parking.

Parking on Rathburn Road, particularly during peak periods, is less than desirable. This major collector roadway has experienced a steady increase in traffic volumes since construction of the connecting link west of Hurontario Street and traffic volumes will continue to increase upon completion of the Hurontario Street interchange, and with further development of the City Centre district. In this regard, the presence of parked vehicles will result in obstructions to through traffic and may impact sight lines for both motorists and pedestrians near the intersection of Shipp Drive/Sherwoodtowne Boulevard.

Due to these concerns, the Public Works Department proposes to undertake preventative action by prohibiting parking at anytime on Rathburn Road between Woodington Drive and City Centre Drive. The prohibition will be extended westerly to Elora Drive in the future once the portion of Rathburn Road north of the Civic Centre is registered and becomes public highway. Should this not take place in the immediate future, the developer will be requested to install such signs prior to the commencement of the annual summer Farmers' Market.

The presence of parked vehicles on major collectors, such as Rathburn Road, frequently creates concerns pertaining to level of service and motorist/pedestrian safety. In this light, the Public Works Department feels that parking and/or stopping prohibitions should be present on Rathburn Road between Woodington Drive and City Centre Drive.

RECOMMENDATIONS:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition at anytime on both sides of Rathburn Road between Woodington Drive and City Centre Drive.

F.06.04.02

Approved

See Recommendation OW-183-89 (D. Culham)

15.

Report dated April 27, 1989 from the Commissioner of Public Works with respect to a request for all-way stop at Winfield Terrace and Westbourne Terrace.

At the City Council meeting of November 28, 1988 Council requested that the implementation of an all-way stop at Winfield Terrace and Westbourne Terrace be referred to the Public Works Department for a further report. This report addresses the issue of sight distance at the intersection and the results of a site review by Public Works staff with Councillor Dale.

Manual turning movement counts were conducted at this location on September 8, 1988 and January 19, 1989 and the results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic hour, averaged, are as follows:

September 8, 1988:

Part 'A'	Volume from all approaches	63%
Part 'B'	Minor street volume	34%

January 19, 1989:

Part 'A'	Volume from all approaches	94%
Part 'B'	Minor street volume	23%

Both parts 'A' and 'B' individually must fulfill the minimum requirements of 100% for the all-way stop warrant to be satisfied.

A collision history at this location revealed that one accident has occurred since construction of this location. The accident involved a pedestrian, and some residents of the area suggested at that time that an all-way stop be implemented. Studies indicate that all-way stop warrants were not fulfilled. This location has been assessed and a review indicated that the presence of an all-way stop would not have prevented such an accident.

May 17, 1989

Area residents are concerned that sight lines at the west intersection of Winfield Terrace and Westbourne Terrace are inadequate in the respect that northbound/eastbound traffic cannot be seen by the motorists on Westbourne Terrace. This intersection has been reviewed by Public Works staff with Councillor Dale in attendance, and sight lines have been measured. Motorists waiting on Westbourne Terrace have a clear view of northbound traffic on Winfield Terrace to a point 120 metres south of the west intersection.

The minimum standard requirement for sight line distance for a residential street with a 50 km/hr speed is 60 metres. As the minimum requirement is clearly fulfilled an all-way stop is not warranted on the basis of inadequate sight lines. However, since this intersection is located north of a curve, parked cars can obstruct sight lines. For this reason, residents may want to consider the option of prohibiting on-street parking from the east intersection of Winfield Terrace and Westbourne Terrace to a point 50 metres south of the west intersection, both sides of the street. This would alleviate all sight line concerns regarding motorists.

At the time of the site inspection by staff it was observed that the postal box opposite the west intersection of Westbourne Terrace and Winfield Terrace obstructs the visibility of pedestrians to motorists. Pedestrians cross Winfield Terrace at this location as there is a pedestrian entrance to the Heritage Hills Park. In the interest of pedestrian safety the Public Works Department has requested that the post office review the location of this postal box. A more appropriate location is available on Westbourne Terrace adjacent to a vacant lot at Northbury Drive.

At the request of City Council the intersection of Winfield Terrace and Westbourne Terrace was again reviewed for potential all-way stop implementation. Based on the above results there is insufficient side street volume (average of only twelve vehicles during peak hours) to technically warrant an all-way stop. The Public Works Department therefore, does not support its implementation at this time.

RECOMMENDATION:

- (a) That an all-way stop not be implemented at the intersection of Winfield Terrace and Westbourne Terrace as warrants are not satisfied.
- (b) That the postal box at the west intersection of Winfield Terrace and Westbourne be relocated to a position on Westbourne Terrace adjacent the vacant lot on Winfield Terrace at Hillbury Drive.

Mrs. Tanaka appeared before the Committee on behalf of the petitioners to request that the all way stop be installed based on the facts that this provides direct access to the school; the intersection is located at a curve in the road creating a dangerous conflict between vehicles and pedestrians; and there will be 300 additional students in the Fall of 1989 which will increase the traffic.

May 17, 1989

Councillor Dale pointed out that the warrants will never be met and for safety reasons he recommended that the all-way stop be installed. The motion, as amended, was voted on and carried.

F.06.04.05

Amended

See Recommendation OW-184-89 (F. Dale)

16.

Report dated April 19, 1989 from the Commissioner of Public Works with respect to Traffic Concerns at Burnhamthorpe Road and Colonial Drive.

In September 1988 the All Saints Public School on Colonial Drive opened. This is a newly developed area and since the beginning of the 1988 school year several traffic control measures have been requested by various groups and residents. To-date the following traffic control measures have been approved and implemented; a crossing guard at Drummond Road and Colonial Drive with the necessary signs and pavement crossing lines, and a 40 km/hr speed limit on Colonial Drive in front of the school.

In February 1989 Council received a petition from the All Saints Education Committee in conjunction with local residents, requesting the installation of stop lights at Burnhamthorpe Road and Colonial Drive and an all-way stop on Colonial Drive in front of the All Saints Public School, and requested a report from the Public Works Department.

Prior to receiving this petition, Public Works staff determined that signals at Burnhamthorpe Road and Colonial Drive were warranted. This location has been included as part of the Public Works Department 1989 signalization program. Funding for this signal will be provided by developer contributions. Tentatively, it is hoped that signals will be installed and functional for the start of the 1989 school year.

In response to the request for an all-way stop at Colonial Drive and Drummond Road, manual turning movement counts were conducted and the results of the all-way stop warrant calculations, indicated an all-way stop is warranted and should be implemented at the intersection of Colonial Drive and Drummond Road.

RECOMMENDATION:

- (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Colonial Drive and Drummond Road.
- (b) That a traffic signal be installed at Burnhamthorpe Road and Colonial Drive as part of the 1989 Traffic Signal Construction Program.

F.06.04.02

Approved

See Recommendation OW-185-89 (M. Prentice)

17. Report dated April 26, 1989 from the Commissioner of Public Works with respect to Traffic Concerns on Applewood Road.

A number of traffic concerns accompanied by a petition were forwarded to the Public Works Department by the residents of Applewood Road. Further to a review of this location by Public Works staff the following remarks are presented addressing each concern.

The primary concern of Applewood Road residents is speeding vehicles in the area of the South Service Road. Results of radar speed studies on Applewood Road south of the South Service Road, have indicated that there is a slight speeding problem, 85th percentiles in the 60-65 km/hr range, and these findings will be forwarded to the Peel Regional Police with a request for enforcement.

Comments on the petition included a proposal for speed bumps, as well as a reduced speed limit on Applewood Road. With regard to speed bumps, they are considered illegal in accordance with the Municipal Act, on public roadways and have proven not to be an effective speed reduction device. They also create difficulty for snow plows and emergency vehicles. It is City practice with respect to speed limits to post 40 km/hr reduced speed zones only along elementary school frontages and on roadways with poor geometrics. This does not include Applewood Road since a school is not located on this roadway, and road geometrics are adequate.

In order to improve the level of safety at the intersection of Applewood Road and South Service Road a number of signing improvements have been implemented. The existing stop sign has been relocated to improve its visibility to drivers. Corner parking prohibitions have been installed to help decrease intersection congestion. A checkerboard warning sign with double arrows has been erected on the noise barrier wall on South Service Road to indicate the termination of Applewood Road. There is currently a 'do not block intersection' warning sign on the South Service Road west of Applewood Road. This existing sign should allow some assistance to motorists exiting from Applewood Road to the South Service Road when queuing occurs on the service road.

It was suggested by residents that some of the congestion problem can be attributed to the intersection of South Service Road and Haig Boulevard. It was proposed that eastbound right turns should not be restricted during the red signal phase, however, due to the unusual alignment of this intersection and the traffic signal phasing, vehicles must be prohibited from making right turns into the mall entrance, for safety reasons. This movement would cause potential conflict with Haig Boulevard traffic (see Fig 1, attached).

Other proposals included ramp metering at the Q.E.W./Dixie Road ramp. Ramp metering is under the jurisdiction of the Ministry of Transportation Ontario, however, there is no standard interchange at this location whereby traffic can be controlled by ramp metering. The eastbound access to the Q.E.W. in this area is directly from South Service Road, not Dixie Road. Future improvements to Dixie Road/Q.E.W. interchange would permit ramp metering at this location. These improvements are not scheduled by the Ministry at this time and therefore the timing uncertain.

Further to a petition from Applewood Road residents regarding traffic concerns, the Public Works Department has reviewed this location and subsequently implemented some traffic safety improvements. These included notification to the Peel Regional Police of a speeding problem; and traffic sign improvements at the intersection of Applewood Road and South Service Road.

RECOMMENDATION:

- (a) That the Peel Regional Police be requested to enforce the minor speeding problem on Applewood Road;
- (b) That speed bumps not be constructed on Applewood Road;
- (c) That the existing speed limit of 50 km/hr be maintained on Applewood Road in keeping with current practice, and not be reduced to 40 km/hr;
- (d) That the intersection of South Service Road/Halg Boulevard/Dixie Mall entrance maintain its current right turn on red prohibitions due to safety concerns and signal phasing.

F.06.04.02

Approved

See Recommendation OW-186-89 (H. Kennedy)

18. Report dated May 8, 1989 from the City Solicitor with respect to the fine for unauthorized parking of motor vehicles in designated Handicapped Parking Space.

On November 28, 1988 By-law 765-88 being a by-law to amend By-law 134-83, The Handicapped Parking By-law, was enacted and passed. The purpose of the By-law was to increase the amount of fine a person convicted for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space would be liable to pay. The By-law increased the minimum and the maximum fine which would be levied against a defendant upon a conviction being registered. On January 25, 1989 the material required to have the set fine determined by the Chief Judge was forwarded to the Ministry of the Attorney General. On February 15, 1989 the Legal Department received a response from the Ministry indicating that By-law 765-88 was not acceptable in its present form. At this time all the materials were returned to the City.

The Ministry of the Attorney General's office was of the opinion that there were two problems with the By-law as submitted. The first problem was concerned with the fact the suggested set fine of \$100.00 was identical to the maximum penalty provided for in the amended subsection 9(a). Ms. Sheilagh Stewart, Counsel for the Ministry, indicated in her letter that this was inappropriate. Ms. Stewart advised the Legal Department that the set fine is intended to be an amount somewhat above the minimum as it represents the fine for the average offender in the average circumstances. Ms. Stewart also suggested that the small range of fine, i.e. \$75.00 to \$100.00, fetters the discretion of the Chief Judge to establish the set fine.

May 17, 1989

Furthermore as the Chief Judge sets the set fine rather than approving the set fine section 3 of the By-law incorrectly refers to receiving approval of the Chief Judge of the set fine.

The Legal Department has now received additional input from the Ministry's legal counsel and our proposed redraft appears to be in order. A final response, however, from the Ministry can only be obtained once the full application has been submitted for the Ministry's review and scrutinization of the Chief Judge. In any event, it will still apparently take until October 1, 1989 before the Ministry can process the paperwork and have the by-law amendment in effect.

RECOMMENDATION:

- (a) That By-law 765-88 be repealed.
- (b) That By-law 134-83, as amended, be further amended to increase the amount of fines payable upon conviction for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space. The maximum fine is to be increased from \$75.00 to \$150.00 and payment out of court within 10 days will cost \$75.00.
- (c) That \$100.00 be recommended to the Chief Judge as the amount to be established as the set fine for the offence.

F.06.01.02

Approved

See Recommendation OW-187-89 (F. McKechnie)

19.

Report dated April 26, 1989 from the City Clerk with respect to a Quit Claim of Temporary Working Easement in favour of John McLennan Limited, Part 3, Plan 43R-8804.

The City acquired for storm sewer purposes a 6 m (approx. 20 ft.) wide permanent easement draining into the Etobicoke Creek described as Part 2 on Plan 43R-8804. In connection with the permanent easement, the City was also conveyed a temporary 11.68 m (approx. 38 ft.) construction easement described as Part 3 on Plan 43R-8804.

The easements were conveyed to the City by John McLennan Limited as Instrument No. 575350. John McLennan Limited has requested the City to consider quit claiming the temporary working easement described as Part 3 on Plan 43R-8804.

The Public Works Department have reviewed the request and are in favour of granting a quit claim of the temporary easement (Part 3, Plan 43R-8804), as the construction associated with the permanent easement (Part 2, Plan 43R-8804) has been completed.

RECOMMENDATION:

That a By-law be enacted authorizing execution by the City of a Quit Claim in favour of John McLennan Limited for a temporary working easement described as Instrument No. 575350, registered April 14, 1981 as Part 3 on deposited Reference Plan 43R-8804.

B.06.02

Approved

See Recommendation OW-188-89 (F. McKechnie)

20. Report dated April 12, 1989 from the City Clerk with respect to a Quit Claim of Municipal Easement as set out in Instrument 356155, Parts 9 & 10, Plan 43R-9577.

The City of Mississauga as a condition of development of Plan 43M-435 was conveyed a municipal storm sewer easement registered as Instrument 356155 by Nu West Group Limited and Carma Developers Ltd.

The easement over parts of Lots 63 and 64 described as Parts 9 and 10 on Plan 43R-9577 was installed to drain storm water from Tomken Road to a hook up on Lorimar Drive. As Tomken Road is now serviced by a separate drainage system, it is in order to proceed to release and abandon the aforesaid described easement to Flalkov Enterprises Limited and R. Blankenstein Enterprises Limited.

RECOMMENDATION:

That a By-law be enacted authorizing execution by the City of a Quit Claim of easement described in Instrument 356155 as Parts 9 and 10 on Plan 43R-9577 in favour of Flalkov Enterprises Limited and R. Blankenstein Enterprises Limited, each as to an undivided 50% interest.

M-435

Approved

See Recommendation OW-189-89 (F. McKechnie)

21. Report dated May 1, 1989 from the City Clerk with respect to an Encroachment Agreement on a municipal highway for property located at 2300 Eglinton Avenue West.

In the course of processing municipal site plan approval for the Credit Valley Professional Building, it became apparent as a result of a legal survey that part of a concrete block retaining wall was encroaching on the municipal highway. The extent of the encroachment is approximately 0.21 m (0.68 ft.).

As the encroachment does not constitute a traffic hazard, the Public Works Department has no objection to the encroachment on Eglinton Avenue West provided that an appropriate Indemnification Agreement is entered into by the owners of #2300 Eglinton Avenue West.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of an Encroachment, Indemnity and Release Agreement dated April 25, 1989 submitted by the Credit Valley Professional Building Inc., in recognition of a partial encroachment of the retaining wall associated with the building at 2300 Eglinton Avenue West.

E.02.07.01(R)

Approved

See Recommendation OW-190-89 (D. Culham)

22.

Report 4-89 of the Public Vehicle Authority meeting held on May 9, 1989.

Councillor Culham recommended that PVA-5-1989 be deferred to the next meeting of the Operations and Works Committee scheduled for June 7, 1989, so that the information regarding the special accessible taxicab service can be circulated to the industry for their input. The motion, as amended, was voted on and carried.

A.03.04.01

Amended

See Recommendation OW-192-89 to OW-196-89 (D. Culham)

23.

Report dated April 18, 1989, from the Commissioner of Public Works with respect to those charitable organizations which are applying for Provincial Bingo Lottery Licences to operate evening events at Bingo City Hall (60 Dundas Street East). On receipt of the applications, each of the organizations were informed by letter dated February 21, 1989, that City Council Resolution #673-83 adopted on October 31, 1983, Paragraph (c) states:

"That all applicants be advised that the City of Mississauga will recommend against the issuance of Provincial Bingo Lottery Licences except to Provincial licensees of record that have operated a bingo in Mississauga for not less than four (4) years prior to this date and except where the applicant shall be a replacement of a licensee currently operating in a Provincially licensed location."

Since notification of the existing Council Resolution, none of the applicant organizations have made an attempt to have the Council Resolution amended.

It is concluded that the organizations are applying for Provincial Lottery Licences so that they can offer larger prize structures in an attempt to attract more bingo players to attend their events.

It is further concluded that the applicant organizations have not made any submissions to have paragraph 'c' of Resolution #673-83 amended or rescinded, therefore the requirements are still in effect.

RECOMMENDATION:

That the Minister of Consumer & Commercial Relations be advised that the City of Mississauga recommends against the issuance of Provincial Bingo Lottery Licences to the applicant organizations as follows:

<u>ORGANIZATION</u>	<u>FREQUENCY</u>	<u>EVENT</u>
ALPHA EPSILON SERVICE CLUB	Wednesday 4 week cycle	Evenings
CANADIAN SPECTRUM MULTICULTURAL COMMUNITY GROUP	Thursday 4 week cycle	Evenings
CREDIT VALLEY CIVITAN CLUB	Monday 2 week cycle	Evenings
C.S. HOSPITAL FUNDRAISING GROUP OF MISSISSAUGA	Monday 2 week cycle	Evenings
CULTURE PHILIPPINES	Saturday	Evenings
DON ROWING CLUB	Thursday 4 week cycle	Evenings
ERIN MILLS LITTLE LEAGUE BASEBALL ASSOC.	Monday 2 week cycle	Evenings
HOSPICE OF PEEL INC.	Sunday 4 week cycle	Evenings
KINSMEN CLUB OF MISSISSAUGA	Sunday 2 week cycle	Evenings
KIWANIS CLUB OF MISSISSAUGA SOUTH	Tuesday 2 week cycle	Evenings
MISSISSAUGA BLACK HAWKS HOCKEY CLUB	Saturday/Sunday	Evenings
MISSISSAUGA BRAVES HOCKEY ASSOCIATION	Wednesday 2 week cycle	Evenings
MISSISSAUGA JETS HOCKEY ASSOCIATION	Thursday 4 week cycle	Evenings
MISSISSAUGA NORTH STARS MINOR HOCKEY CLUB	Friday 2 week cycle	Evenings
MISSISSAUGA REPS HOCKEY CLUB	Sunday 4 week cycle	Evenings
MISSISSAUGA SKATING CLUB	Thursday 4 week cycle Saturday 4 week cycle	Evenings Evenings
WESTERN ONTARIO DIVISION CANADIAN CANOE ASSOC.	Friday 2 week cycle	Evenings

Mr. Nubley, representing the Kiwanis Club South and Treasurer of the Bingo City Sponsor Association, appeared before the Committee. Mr. Nubley advised that there is still room for growth in the bingo attendance in Mississauga and the sponsors were applying for a Provincial license in order to offer a larger prize to attract that market.

In light of the fact that the policy had not been reviewed for some time, the Mayor recommended that the item be deferred at this time and that an Ad Hoc Committee, comprised of Staff and representatives from all the bingo halls in the City, be established to review the entire policy. This motion was voted on and carried.

A.03.07.10

See Recommendation OW-191-89 (H. McCallion)

Recommendations:

As per Report 10-89

Adjournment:

11:30 A.M.

THE OPERATIONS AND WORKS COMMITTEE

MAY 17, 1989

REPORT 10-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its tenth report and recommends:

OW-170-89 That the report dated May 4, 1989, from the Commissioner of Public Works with respect to the North-South Arterial Road west of the Etobicoke Creek from south of Eglinton Avenue to Courtneypark Drive be received for information.

A.02.03.02.18
(OW-170-89)

OW-171-89 That the report of the Commissioner of Public Works dated May 3, 1989, with respect to the South Highway 403 Service Road and the Bus Terminal and Busway alignment in the City Centre be received for information.

A.02.03.02.18
(OW-171-89)

OW-172-89 (a) That The Honourable E. Fulton, Minister of Transportation Ontario, be advised that the City of Mississauga is appalled that the Ministry plans to allocate \$19.5 Million for the Rehabilitation and Expansion of the Q.E.W. Freeway Traffic Management System with no established implementation plan and strongly objects to the proposed expenditure in light of the many requests for funding and improvements to the highway system in Mississauga and more specifically the following:

- (i) the expediting of the current works on Highways 401/403/410;
- (ii) the widening of Highway 401 west of Highway 403/410 Interchange and associated overpass and interchange improvements specifically the 401/Mavis Road Interchange;
- (iii) improvements to existing and additional Q.E.W. interchanges such as Erin Mills Parkway/Southdown Road; Hurontario Street; Dixie Road;
- (iv) the expediting of the 403 Arterial Road Extension from Cawthra Road to Dixie Road.

- (b) That The Honourable E. Fulton, Minister of Transportation Ontario, be advised that the City of Mississauga does not wish to have a public meeting on the Rehabilitation and Expansion of the Mississauga Q.E.W. Freeway Traffic Management System - Royal Windsor Drive to Humber River project; however, if such a meeting proceeds that it be held by the Mississauga M.P.P.'s.

A.02.03.02.20
(OW-172-89)

- OW-173-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Birchleaf Developments Limited, Registered Plan 43M-301, located north of the Queen Elizabeth Highway and south of Mississauga Road.
- (b) That the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-301 (currently valued at \$32,632.74) be returned to the developer, Birchleaf Developments Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-301 as public highway and part of the municipal system of the City of Mississauga.

M-0301
(OW-173-89)

- OW-174-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Gardi Construction Limited, Registered Plan 43M-668, located north of the Queensway West and east of Mavis Road.
- (b) That Letter of Credit securing the Servicing Agreement for Registered Plan 43M-668 (currently valued at \$51,301.75) be returned to the developer, Gardi Construction Limited.
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-668 as public highway and part of the municipal system of the City of Mississauga.

M-0668
(OW-174-89)

- OW-175-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Anon Investments Limited, Registered Plan 43M-300, located north of the Queen Elizabeth Highway and south of Mississauga Road,
- (b) That the Letter of Credit securing the Engineering Agreement for Registered Plan 43M-300 (currently valued at \$45,509.89) be returned to the developer, Anon Investments Limited,

- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-300 as public highway and part of the municipal system of the City of Mississauga.

M-0300
(OW-175-89)

- OW-176-89 (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Goldmerix Properties Limited/Whitehorn Investments Limited, Registered Plan 43M-503, located north of Burnhamthorpe Road West and west of Mavis Road,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-503 (currently valued at \$151,528.40) be returned to the developer, Goldmerix Property Limited/Whitehorn Investments Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-503 as public highway and part of the municipal system of the City of Mississauga.

M-0503
(OW-176-89)

- OW-177-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Marpal Properties Limited, Registered Plan 43M-525, located north of Paisley Boulevard West and west of Mavis Road,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-525 (currently valued at \$89,997.46) be returned to the developer, Marpal Properties Limited,
- (c) That a by-law be enacted establishing the road allowances within Registered Plan 43M-525 as public highway and part of the municipal system of the City of Mississauga.

M-0525
(OW-177-89)

- OW-178-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503B, Registered Plans 43M-602 to 43M-606 inclusive, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard,
- (b) That the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-602 to 43M-606 inclusive (currently valued at \$849,638.57 and \$102,275.00) be returned to the developer, The Erin Mills Development Corporation,

- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-602 to 43M-606 inclusive as public highway and part of the municipal system of the City of Mississauga.

M-0602
M-0606
(OW-178-89)

- OW-179-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Fortissimo Investments Limited, OZ 18/82, located north of Burnhamthorpe Road West and west of Wolfedale Road,
- (b) That the Letter of Credit securing the Servicing Agreement for OZ 18/82 (currently valued at \$20,890.00) be returned to the developer, Fortissimo Investments Limited.

OZ/18/82
(OW-179-89)

- OW-180-89 That the report dated April 27, 1989, from the Commissioner of Public Works regarding the traffic signals at the intersection of Burnhamthorpe Road at Promontory Drive/Promontory Crescent be deferred to the next Operations and Works Committee meeting scheduled for June 7, 1989.

F.06.02.01
(OW-180-89)

- OW-181-89 That no action be taken to include Dunmow Crescent in the resurfacing program at this time, and that Mr. M. Missar, 4188 Dunmow Crescent, Mississauga be so advised.

F.02.01
(OW-181-89)

- OW-182-89 (a) That a by-law be enacted to implement the closure of Joymar Drive from Tannery Street to Britannia Road West from 8:00 a.m. to 10:00 a.m. on Saturday, June 3, 1989 for the purpose of holding the annual Bread and Honey Festival 15 km road race.

- (b) That the Credit Valley Marathon Club be advised that the City of Mississauga has no objection to their request to hold the 15 km Bread and Honey Festival race subject to the following conditions:

- (i) Completion of a road restriction permit at least five days prior to the event;

- (ii) Proof of liability insurance in the amount of at least two million dollars with the City of Mississauga named as co-insured;
- (iii) Written permission from the Region of Peel for the use of Derry Road West and Britannia Road West;
- (iv) That the applicant advise, in writing, all residents of Joymar Drive located within the closure area of the date, time and purpose of the closure.

F.02.04.01
(OW-182-89)

OW-183-89 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement a parking prohibition anytime on both sides of Rathburn Road between Woodington Drive and City Centre Drive.

F.06.04.02
(OW-183-89)

- OW-184-89 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at the west intersection of Winfield Terrace and Westbourne Terrace.
- (b) That the postal box at the west intersection of Winfield Terrace and Westbourne be relocated to a position on Westbourne Terrace adjacent the vacant lot on Winfield Terrace at Hillbury Drive.

F.06.04.05
(OW-184-89)

- OW-185-89 (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Colonial Drive and Drummond Road.
- (b) That a traffic signal be installed at Burnhamthorpe Road and Colonial Drive as part of the 1989 Traffic Signal Construction Program.

F.06.04.02
(OW-185-89)

- OW-186-89 (a) That the Peel Regional Police be requested to enforce the minor speeding problem on Applewood Road;
- (b) That speed bumps not be constructed on Applewood Road;
- (c) That the existing speed limit of 50 km/hr be maintained on Applewood Road in keeping with current practice, and not be reduced to 40 km/hr;
- (d) That the Intersection of South Service Road/Halg Boulevard/Dixie Mall entrance maintain its current right turn on red prohibitions due to safety concerns and signal phasing.

F.06.04.02
(OW-186-89)

- OW-187-89 That a by-law be enacted to repeal By-law 765-88 and amend By-law 134-83, as amended, to increase the amount of fines payable upon conviction for the offence of parking an unauthorized motor vehicle in a designated handicapped parking space so that the maximum fine is to be increased from \$75.00 to \$150.00 and payment out of court within 10 days will cost \$75.00 and further that \$100.00 be recommended to the Chief Judge as the amount to be established as the set fine for the offence.

F.06.01.02
(OW-187-89)

- OW-188-89 That a By-law be enacted authorizing execution of a Quit Claim in favour of John McLennan Limited for a temporary working easement described as Instrument No. 575350, registered April 14, 1981 as Part 3 on deposited Reference Plan 43R-8804 (lands located north of the Hydro Right-of-way/west of the Etobicoke Creek).

B.06.02
(OW-188-89)

- OW-189-89 That a by-law be enacted authorizing execution of a Quit Claim of easement described in Instrument 356155 as Parts 9 and 10 on Plan 43R-9577 in favour of Fialkov Enterprises Limited and R. Blankenstein Enterprises Limited, each as to an undivided 50% interest (lands located east of Tomken Road, south of Cardiff Boulevard).

M-435
(OW-189-89)

- OW-190-89 That a by-law be enacted to authorize execution of an Encroachment, Indemnity and Release Agreement dated April 25, 1989, submitted by the Credit Valley Professional Building Inc., in recognition of a partial encroachment of the retaining wall associated with the building at 2300 Eglinton Avenue West.

E.02.07.01(R)
(OW-190-89)

OW-191-89 That the report dated April 18, 1989, from the Commissioner of Public Works regarding applications for Provincial Bingo Lottery Licences by various organizations who operate at Bingo City Hall (60 Dundas Street East) be referred back to Staff and that an Ad Hoc Committee be established (comprised of City Staff and Representatives of the various bingo halls in the City) to review the policy regarding the issue of bingo lottery licenses.

A.03.07.10
(OW-191-89)

OW-192-89 That the deputation of Mr. Michael H. Branson to the Public Vehicle Authority on May 9, 1989, with regard to Mr. Branson's concerns dealing with services at Lester B. Pearson International Airport, be received for information.

L.08.04.03
L.08.04.06
(PVA-4-14-89)

OW-193-89 That the following Public Vehicle Authority recommendation of May 9, 1989, be deferred to the next meeting of the Operations and Works Committee scheduled for June 7, 1989:

*That 684804 Ontario Limited be approved as the successful candidate from proposals received for Special Accessible Taxicab Service in the City, and be issued six (6) Special Accessible Taxicab Licenses provided the applicant signs a declaration of agreement which will include the following conditions of issuance:

- (i) agree to provide proof of order and purchase of six (6) CSA approved accessible vehicles.
- (ii) agree to implement special accessible service within 90 days of issuance.
- (iii) agrees to provide authenticated proof from the manufacturer or deliverer, if delivery of vehicle is to be delayed.
- (iv) agrees the Special Accessible Taxicabs will have two (2) wheelchair tie down locations readily available for use.
- (v) agrees to comply with all requirements of an owner of Special Accessible Taxicabs as set out in By-Law #142-89, as amended.

L.08.04.05
(PVA-4-15-89)

OW-194-89 That Council be informed through the April 25, 1989, report from William P. Taylor, Commissioner of Public Works, of the intent of Aerofleet Services Ltd. to increase their monthly brokerage dues from \$340.00 to \$370.00 effective June 1, 1989.

L.08.04.1.I
(PVA-4-16-89)

OW-195-89 That the memorandum dated April 10, 1989, from P. Y. Vezina, Acting Commissioner, Social Services, Region of Peel, to Councillor David Culham, regarding accessible taxis, be received for information.

L.08.04.05.A
(PVA-4-17-89)

OW-196-89 That the letter dated March 31, 1989, from Staff Inspector G. Crowell, Executive Officer to Chief Wm. J. Teggart, Peel Regional Police, to Councillor D. Culham regarding Taxis-On-Patrol, be received for information.

L.08.04.07
(PVA-4-18-89)